

**LEASIDE TO MAIN INFRASTRUCTURE
REFURBISHMENT PROJECT**

CLASS ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL STUDY REPORT

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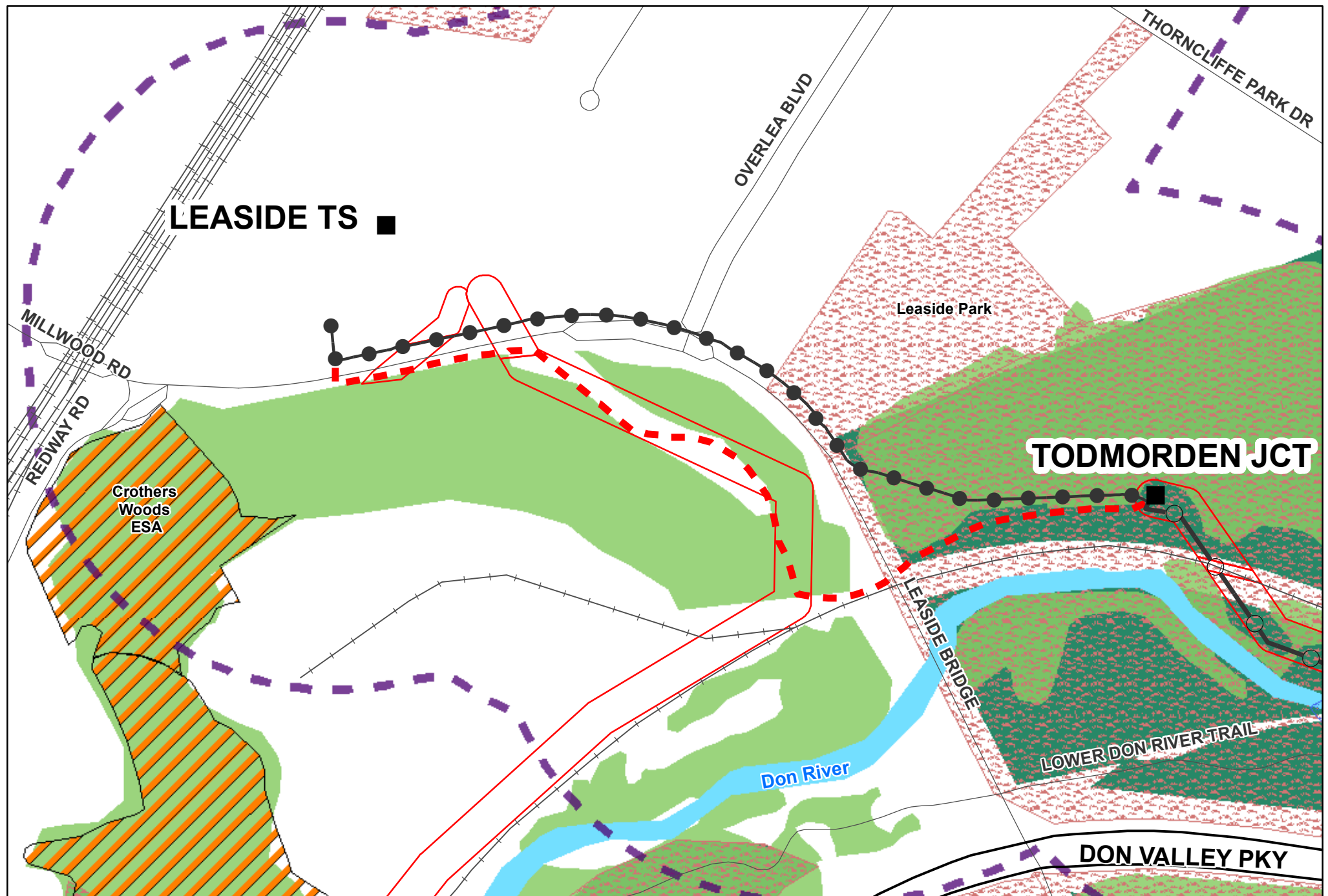
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APPENDIX A

PROJECT MAPS

APPENDIX A1

NATURAL FEATURE MAPS



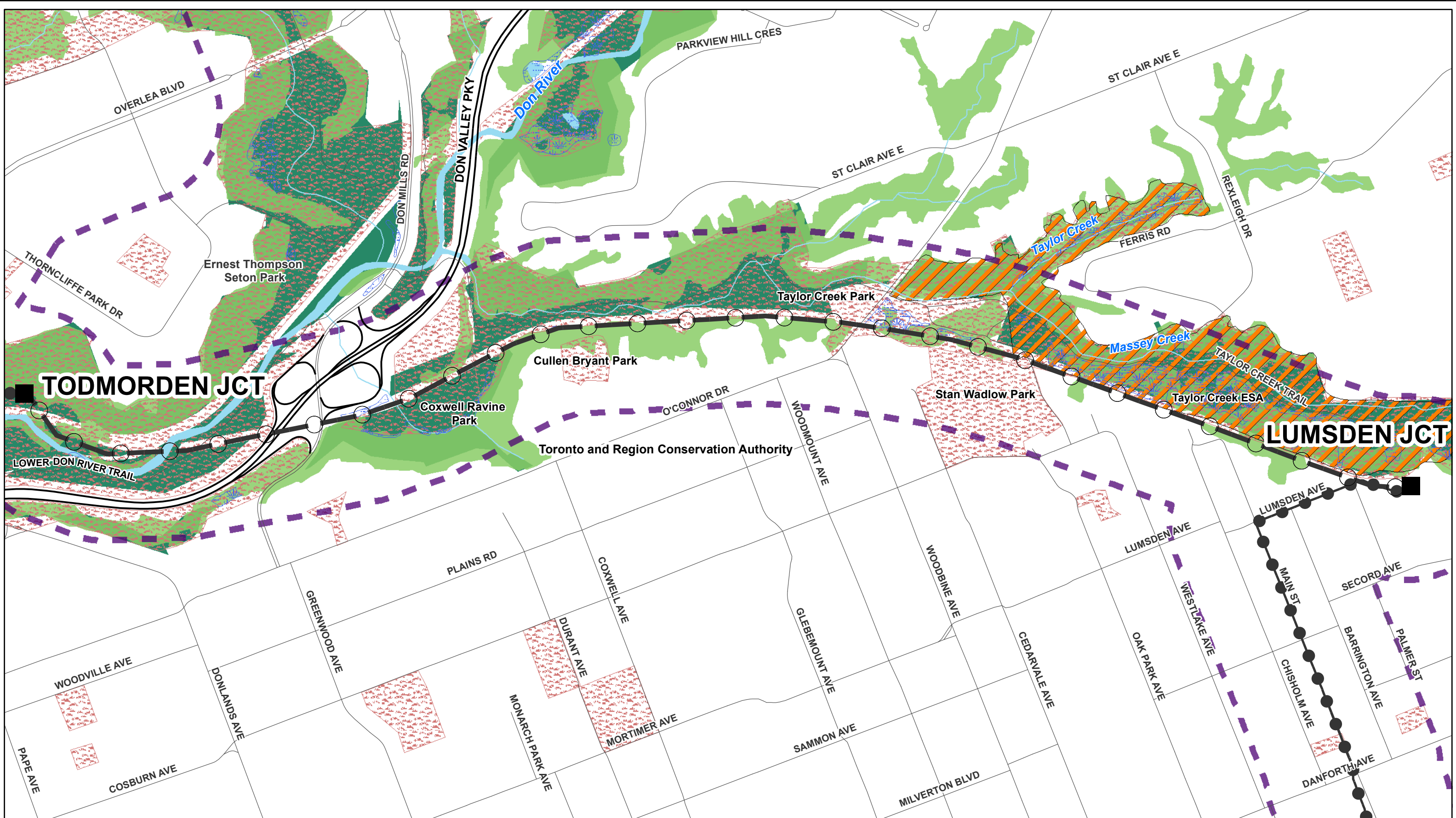
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 Map14-117_H7L_LeasidexMain_Leaside_Todmoden_NF
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Transmission Lines Circuits H7L/H11L

- Existing Overhead Lines and Shield Wire
- Existing Underground Cables (115 kV)
- Preferred Route for Underground Cable Replacement

- Highways
- Roads
- Railway
- Station or Junction
- Class EA Study Area
- Environmentally Sensitive Area
- Wetlands
- Wooded Area

- Water
 - ROW
 - Parks
 - Conservation Authority Lands
- Leaside to Main Infrastructure Refurbishment Project Natural Features Map - Leaside TS x Todmorden JCT**
- 1:4,000
- 0 25 50 100 m
















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 Map14-117_LeasidexMain_Todmorden_Lumsden_NF_v2


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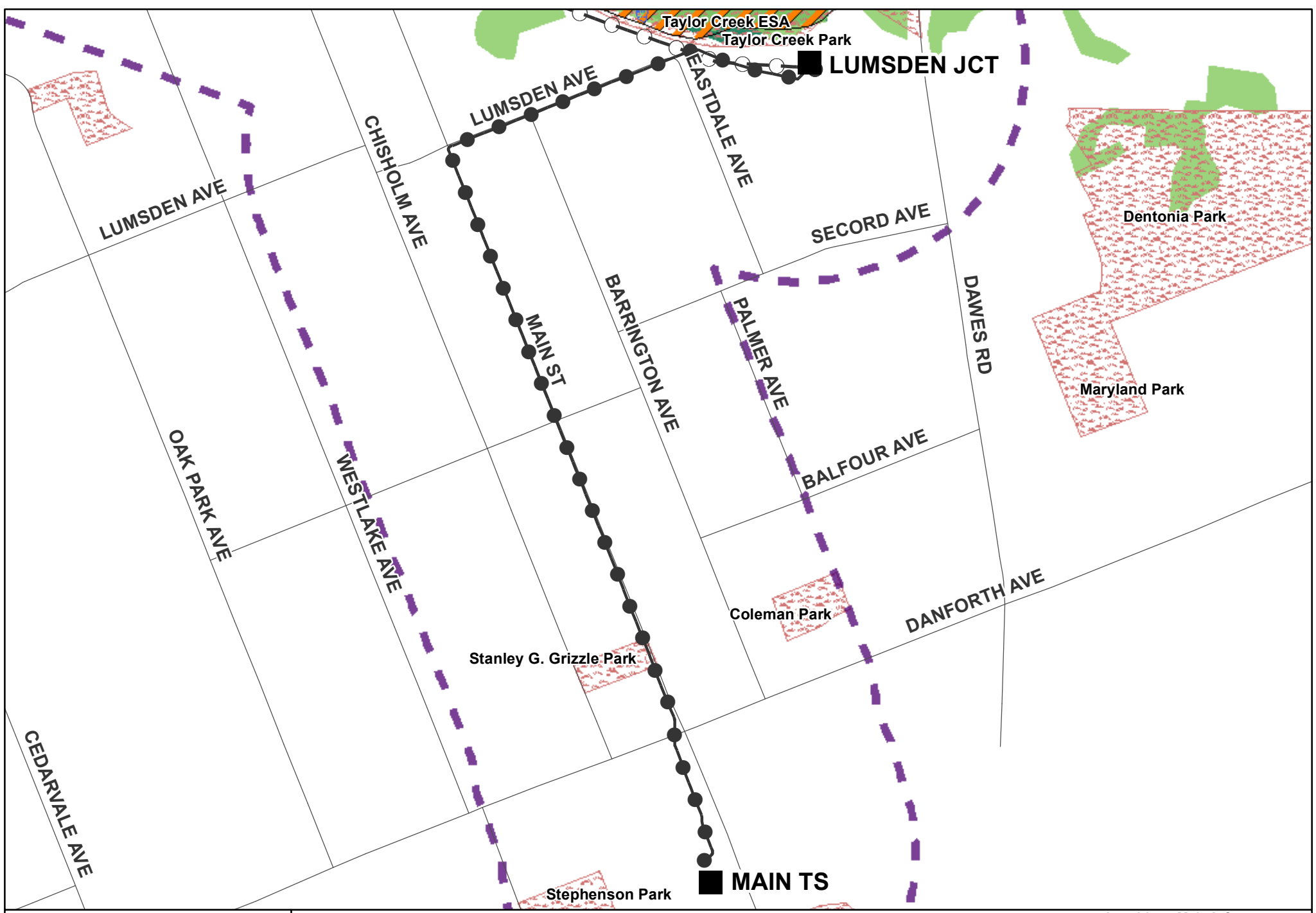
 Station or Junction	 Highways	 Water	 ANSI
 Roads	 Wetlands	 Conservation Authority Lands	 Environmentally Sensitive Area
 Existing Overhead Lines and Shield Wire	 Wooded Area	 Parks	 Class EA Study Area
 Existing Underground Cables (115 kV)			

Leaside to Main Infrastructure Refurbishment Project Natural Features Map -Todmorden JCT x Lumsden JCT

1:10,000

0 100 200 400 m





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**Transmission Lines
 Circuits H7L/H11L**

- Existing Overhead Lines and Shield Wire
- Existing Underground Cables (115 kV)

- Station or Junction
- Roads

- Environmentally Sensitive Area
- Class EA Study Area
- Conservation Authority Lands

- Parks
- Wetlands
- Wooded Area

Leaside to Main Infrastructure Refurbishment Project Natural Features Map – Lumsden JCT x Main TS

APPENDIX B

ENVIRONMENTAL FEATURES IN THE STUDY AREA – BASELINE DATA

APPENDIX B1

STAGE 1 ARCHAEOLOGICAL ASSESSMENT REPORT

**Stage 1 Archaeological Assessment
Hydro One Networks Inc.
115kV Circuit H7L/H11L Between Leaside TS,
the Todmorden JCT, Lumsden JCT, and the Main TS,
Geo. Twp. of York South East, Part of Lots 3 & 4, Con.
1 FB, Part of Lots 2-5, 9, 10 & 15, Con. 2 FB, and Lots
6-9, 11-14, Con. 3 FB, County of York,
Now Located in the Don Valley/Danforth area,
City of Toronto, ON**

Submitted to

Hydro One Networks Inc.
483 Bay Street, 14th Floor, North Tower, Toronto, ON, M5G 2P5

and

The Ontario Ministry of Tourism, Culture and Sport

Prepared by



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Our File: 2015-100
PIF Number: P357-0068-2015

January 2016

Original Report submitted to Ministry of Tourism, Culture and Sport 26 January, 2016

Executive Summary

In the fall of 2015, Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by Hydro One Networks Inc. to complete a Stage 1 archaeological assessment for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L. These circuits run between the Leaside TS, the Todmorden JCT, Lumsden JCT, and Main TS located in the Don Valley/Danforth area in downtown Toronto, Ontario. The purpose of the archaeological assessment is to aid in the planning of Hydro One work by identifying known archaeological sites within the Class Environmental Assessment Study Area. The goals of the Stage 1 assessment were to: 1) determine if there were registered or otherwise known sites within the study area that need be considered for the proposed maintenance activities; and 2) evaluate the archaeological potential of the study area for future planning.

The Stage 1 archaeological assessment consisted of a review of soils, physiography, and drainage for the study area, registered and known archaeological sites within and adjacent to it as well as previous archaeological assessments that have been undertaken for the study area or adjacent lands. A consideration of historic and current land use, as well as pre-contact Aboriginal and Euro-Canadian settlement was also undertaken. According to the map-based review and background research, potential for the discovery of pre-contact sites is indicated by the proximity (within 300 metres) to: 1) historic watercourses (Don River/Taylor Creek) and, 2) the glacial Lake Iroquois beach. The potential for the discovery of historic era sites is demonstrated by proximity (within 300 metres) to: 1) mapped 19th-century thoroughfares (Dawes Road, Woodbine Avenue, and St. Clair Avenue East), 2) mapped 19th-century structures, and 3) a registered archaeological site. GIS mapping established that roughly 88% of land within the study area is within 300m of a feature of archaeological potential and is considered to have archaeological potential based on current provincial standards. However, a review of current aerial photography indicated the study area includes urban land indicating some of the current area has been disturbed and no longer retains its integrity. Assessing potential for archaeological resources cannot be established by mapping alone, as numerous small areas consist of vacant or paved parking lots that may not retain potential for the discovery of intact archaeological resources. Therefore, a preliminary reconnaissance survey of existing conditions within the study area was also undertaken to assist in the collection of better information regarding existing conditions and features of archaeological potential.

The information collected during the background study and roadside field reconnaissance was compiled and mapped using ArcGIS. A generalized map of areas of archaeological potential was created for the entire study area, although further refinements will be necessary as not all of the study area could be physically inspected due to its large size. In summary, the composite mapping, which includes the assessment of integrity, established that roughly 52% of land within the Hydro One Class EA Study Area is considered to have retained archeological potential. In general, the areas defined



as having archaeological potential consist of designated parkland, floodplain in the Don River Valley, playing fields, paved parking lots, and residential yards. The remaining lands are considered disturbed by development or are not within 300 metres of features signalling archaeological potential and therefore are not likely to contain intact archaeological deposits. As a full field inspection was not undertaken, it is acknowledged that some lands currently identified as having archaeological potential may be reclassified upon field inspection as there may be areas that are low-lying and permanently wet, steeply sloped or are disturbed but not visibly. It is understood that future Stage 2 assessment will be limited to areas of construction impact that lie within areas of archaeological potential.

The Stage 1 archaeological assessment established that the Hydro One Class EA Study Area contained lands with archaeological potential and lands with low archaeological potential. With respect to these findings, the following recommendations are made:

- 1) Upon reviewing the Hydro One Class EA Study Area detailed composite archaeological potential maps (Maps 15-26), it is recommended Hydro One use these maps to assess if any land to be impacted by the proposed maintenance work for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L lies within a zone of archaeological potential. Should any portion of a proposed impact area have archaeological potential, a property inspection is required. A Stage 2 archaeological assessment must be carried out in the portions of the impact area that have archaeological potential.

Since the study area is within an urban context, most areas recommended for Stage 2 assessment will undergo a test pit survey at a five metre interval as per Section 2.1.5 of the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). If proposed Hydro One improvements include areas of deep disturbance where there is potential for deeply buried deposits, a backhoe or equivalent heavy excavating machinery instead of shovels would be necessary to conduct the Stage 2 assessment. Field and reporting methodologies must follow the 2011 *Standards and Guidelines for Consultant Archaeologists*.

- 2) If public or First Nations consultation or additional background research, documents additional features of archaeological potential that have not been identified in this study, these must also be taken into consideration during Stage 2 survey. Prior to the initiation of the Stage 2 survey a new inquiry should be made of the Ontario Archaeological Sites Database to establish if new archaeological resources have been registered.



- 3) If the limits of the study area change to incorporate new lands not addressed in this Stage 1 study, further background study will be required prior to the initiation of the Stage 2 survey.

These recommendations are subject to the conditions laid out in Section 7.0 of this report and to Ministry of Tourism, Culture and Sport review and acceptance of this report into the provincial registry.



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Project Personnel

TMHC would like to thank the following staff members who contributed to this project:

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Tara Jenkins, M.A. (P357)

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Report Production: Peter Timmins, Ph.D. (P118)
Tara Jenkins, M.A. (P357)

GIS Technician: John Moody, M.A.

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Hydro One Networks Inc. – Toronto, ON

Paul Dalmazzi *Environmental Planner, Environmental Engineering &
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Hydro One Networks Inc., Toronto, ON

Robert von Bitter *Archaeological Data Coordinator*
Ministry of Tourism, Culture and Sport – Toronto, ON



**Stage 1 Archaeological Assessment
Hydro One Networks Inc.
115kV Circuit H7L/H11L Between Leaside TS,
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Geo. Twp. of York South East, Part of Lots 3 & 4, Con. 1 FB,
Part of Lots 2-5, 9, 10 & 15, Con. 2 FB, and Lots 6-9, 11-14, Con. 3 FB,
County of York, Now Located in the Don Valley/Danforth area,
City of Toronto, ON**

1.0 PROJECT CONTEXT

1.1 Development Context

1.1.1 Introduction

In the fall of 2015, Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by Hydro One Networks Inc. to complete a Stage 1 archaeological assessment for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L. These circuits run between the Leaside TS, the Todmorden JCT, Lumsden JCT, and Main TS located in the Don Valley/Danforth area in downtown Toronto, Ontario. The purpose of the archaeological assessment is to aid in the planning of Hydro One work by identifying known archaeological sites within the Class Environmental Assessment Study Area. The goals of the Stage 1 assessment were to: 1) determine if there were registered or otherwise known sites within the study area that need be considered for the proposed maintenance activities; and 2) evaluate the archaeological potential of the study area for future planning.

All archaeological consulting activities were performed under the Professional Archaeological License of Tara Jenkins, M.A. (P357). Tara Jenkins, M.A. (P357) conducted the land-based Stage 1 property inspection entirely from public roadways, which required no permission-to-enter from private land owners. All aspects of the Stage 1 archaeological assessment were carried out in accordance with the Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consultant Archaeologists* (2011). Permission to carry out all required archaeological activities was granted by Jennifer Vuong of Hydro One Networks Inc.

1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Our archaeological assessment work is part of an environmental review which is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement*. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* (PPS) 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 (OMMAH 2014:29).

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 under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (OMMAH 2014:40).

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 study 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.

2.0 STAGE 1 BACKGROUND STUDY

2.1 Field/Research Methods and Sources

A Stage 1 overview and background study was conducted to gather information about known and potential cultural heritage resources within and in the immediate vicinity of the proposed work areas. According to the 2011 provincial *Standards and Guidelines for Consultant Archaeologists*, a Stage 1 background study must include a review of:



- an up-to-date listing of sites from the Ministry of Tourism, Culture and Sport's Ontario Archaeological Sites Database (OASD) in the vicinity of the study area;
- reports of previous archaeological fieldwork within a radius of 50 metres around the study area;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historic settlement maps (e.g., historical atlas);
- archaeological management plans or other archaeological potential mapping (when available); and
- commemorative plaques or monuments.

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

- a database search was filed with the Ministry of Tourism, Culture, and Sport requesting a listing of registered archaeological sites within 1 km of the study area and a response was received October 26, 2015;
- a review was undertaken for known prior archaeological reports for the study area and adjacent lands (Note: The Ministry of Tourism, Culture and Sport does not keep a publicly accessible record of archaeological assessments carried out in the Province of Ontario. Therefore, a complete inventory of prior assessment work nearby is not available);
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers provided by geographynetwork.ca;
- additional sources of information were also consulted, including soils and physiography data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and both 1:50,000 (Natural Resources Canada) and client-provided mapping.
- a series of historic maps related to post-1800 land settlement were also studied. It was determined that there is a commemorative plaque within 3.7 km of the study area (see Section 2.2.1).

When compiled, this information was used to evaluate the archaeological potential of the subject property. In a 1997 document, the Province of Ontario identified a number of criteria that can be used to determine if a property has archaeological potential. These criteria primarily relate to geographic and cultural-historic features which would have influenced past land and resource use, as well as encouraged settlement (MCCR 1997:11). The presence or absence of such features allows a researcher to estimate the likelihood of ancient land use and thus the presence of archaeological sites. The Province has recently refined these criteria in their 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC). Section 1.3 describes how consultant archaeologists are to evaluate the archaeological potential of a subject property and subsection 1.3.1 lists the following features that indicate archaeological potential:



- previously identified archaeological sites
- water sources
 - primary water sources (lakes, rivers, streams, creeks)
 - secondary water courses (intermittent streams and creeks, springs, marshes, swamps)
 - features indicating past water sources (e.g., glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in topography, shorelines of drained lakes or marshes, cobble beaches)
 - accessible or inaccessible shoreline (e.g., high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh)
- elevated topography (e.g., eskers, drumlins, large knolls, plateaux)
- pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground
- distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases; There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairie)
 - scarce raw materials (e.g., quartz, copper, ochre or outcrops of chert)
 - early Euro-Canadian industry (e.g., fur trade, logging, prospecting, mining)
- areas of early Euro-Canadian settlement. These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks.
- early historical transportation routes (e.g., trails, passes, roads, railways, portage routes)
- property listed on a municipal register or designated under the *Ontario Heritage Act* or that is a federal, provincial, or municipal historic landmark or site
- property that local histories or informants have identified with possible archaeological sites, historical events, activities or occupations.

In Southern Ontario (south of the Canadian Shield), any lands within 300 metres 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 pre-contact First Peoples' and historic era sites independently. This is due to the fact that lifeways varied considerably during these eras so that 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. Subsection 1.3.2 of the *2011 Standards and Guidelines for Consultant Archaeologists* (MTC) 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.

This background study focussed on the collection of secondary source information (from maps and textual documents) that could be used to identify features of archaeological potential. The results of this study are summarized in the following paragraphs, with analysis and conclusions presented in Section 4.0 which describes the methodology and results of a preliminary field reconnaissance of the affected portion of the study area. Following the field reconnaissance a generalized map of archaeological potential within the study area was prepared using Arc GIS. An in-depth discussion of the mapping process and content appears in report Section 3.0.

2.2 Project Context: Archaeological Context

2.2.1 Study Area: Overview and Physical Setting

The focus of this study is the Hydro One Class EA Study Area which is just over 411 hectares in extent (Maps 1 and 2). Circuits H7L/H11L run from the Leaside TS to the Main TS and are divided into three line sections: Leaside TS to Todmorden JCT, Todmorden JCT to Lumsden JCT, and Lumsden JCT to the Main TS. The existing 0.8 km section of 115 kV underground transmission cable between Leaside TS and Todmorden JCT and the 1.53 km underground cable section between Lumsden JCT and Main TS are near their expected end-of-life and need to be replaced. Currently, both of these underground cable sections consist of self-contained low pressure oil-filled type cables and are direct-buried. The Leaside TS to Todmorden JCT section of the cable runs down a steep slope into the Don Valley, while the Main TS to Lumsden JCT section of the cable is in very close proximity to homes and businesses and crosses the



Main/Danforth intersection. The line refurbishment work involves replacing one of the existing two shield wires on the 4.3 km overhead portion of the transmission line (Todmorden JCT x Lumsden JCT) with optical ground wire for telecommunication purposes (Hydro One Request for Proposal) (Map 3). The Class EA Study Area includes a 250 m buffer surrounding the these line work areas.

Today, the area is home to thousands of residents and includes a range of land uses. They include largely 20th century residential neighbourhoods with distinct character, some designated parks and open spaces, some apartment buildings and a significant cluster of commercial buildings centred around late 19th century Main Street and modern commercial development around Overlea Boulevard (Thorncliffe area).

The natural setting in the vicinity of the study area has been significantly altered due to extensive 20th century development. As a result, only partial information can be provided regarding natural landscape features. Nonetheless, modern physiographic mapping places the study area within bevelled till plain associated with the physiographic region known as the Iroquois Plain (Chapman and Putnam 1984) (Map 4). The Iroquois Plain is essentially the lowland area bordering Lake Ontario. This region was once covered by glacial Lake Iroquois. The region is diverse in features. In the Toronto area, the Iroquois lake plain is partly floored with sandy deposits and is roughly 4.8 kilometres wide, sloping gently northward to the former Lake Iroquois bluff. The southeast end of the study area overlaps a glacial Lake Iroquois beach (Map 4). In this area there is an extensive deposit of sand and gravel. Most of the Iroquois Plain that flanks the lower Don Valley was capped by nearshore deposits of glacio-lacustrine sand (ASI 2006). Since the study area is located within the City of Toronto, the majority of this study area is labelled as urban soils with no specific soil type identified (Map 5). A small section of the study area contains Woburn Loam.

The Hydro One Class EA Study Area has one major historic watercourse crossing: the Don River and its tributary Taylor Massey Creek (Map 6). Both branches of the Don River have a long and varied history and evidence of human habitation from pre-contact and post-contact periods (ASI 2006). The Don River rises along the southern margins of the Oak Ridges Moraine, roughly 38km from Lake Ontario. The majority of the watershed transverses the South Slope Till Plain. From the forks of the Don River, where the east and branches join, to Lake Ontario, the gradient falls. The reduced gradient of the lower reach is partly the result of the river's descent across the glacial Lake Iroquois strand. Lower water levels after the draining of glacial Lake Iroquois resulted in the deeply entrenched valley of the lower Don River (ASI 2006).

2.2.2 Summary of Registered or Known Archaeological Sites

According to the Ministry of Tourism, Culture and Sport's Ontario Archaeological Sites Database, there are three registered archaeological sites within one kilometre of the study area (Table 1). None of the archaeological sites have been well documented.



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

Borden No.	Site Name	Site Type	Cultural Affiliation	Researcher
AkGt-52	Sauriol	Homestead, Dump	Euro-Canadian; mid-19 th century	Robert Burgar 1999
AkGt-1	Taylor Creek	Unknown	Unknown	No research recorded in OASD, 1970
AkGt-36	O'Sullivan Inn	Other, Homestead	Euro-Canadian; 1850 to present	ARC field school 1987

The **Taylor Creek site (AkGt-1)** is situated in our study area in part of Lot 2, Concession 2 from the Bay (Map 20; Supplementary Documentation) close to Taylor Creek. Unfortunately, there is no additional information about this site.

The **O'Sullivan Inn site (AkGt-36)**, was recorded as located in part of Lot 4, Concession 1 from the Bay, near 572-574 Kingston Rd. between Woodbine Avenue. and Main Street. Its character and extent is unknown. The Ontario Archaeological Sites Database record states that the site was in an urban area with a poorly defined rural site component buried beneath modern fill. This site is more than 300m from our study area. We noted that, O'Sullivan Inn was built in 1860 at the north-west corner of Sheppard Avenue and Victoria Park in part of Lot 14, Concession 4 EYS (Hart 1968:93). It is unknown why AkGt-36 was named after O'Sullivan Inn.

The **Sauriol site (AkGt-52)** was recorded as located on the east bank of the Don River in the floodplain, 250m north of the junction with Taylor Creek (Map 20; Supplementary Documentation). The site is in part of Lots 6 and 7, Concession 3 from the Bay. A total of 207 artifacts were recovered in a 5m by 35m area. Dena Doroszenko, of the Ontario Heritage Foundation examined artifacts and felt that they are typical of mid-19 century homestead occupied by people of low to middle socioeconomic status. This site is within 300m of our study area.

2.2.3 Summary of Past Archaeological Investigations Within 50 Metres

During the course of this study, we did not find evidence of any formal archaeological investigations undertaken within 50 m of the Hydro One Class EA Study Area. However, it should be noted that the Ministry of Tourism, Culture and Sport currently does not maintain an accessible database of archaeological assessment areas in Ontario. Therefore, it is not known if ours is a complete listing of archaeological investigations within 50 metres. Further, much of the archaeological research undertaken within the large area was completed over twenty years ago; hence, its related documentation is difficult to find or access.



2.2.4 Dates of Archaeological Fieldwork

The Stage 1 field review was carried out on November 12, 2015, and involved photo-documentation of existing conditions, under overcast and cool weather conditions.

2.3 Project Context: Historical Context

2.3.1 First Peoples Settlement in York County

There is archaeological evidence of First Peoples settlement in York County and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Nonetheless, our knowledge of past native land use in the area is incomplete due to a lack of systematic survey and impact from modern development. Using province-wide (MCCR 1997) and region-specific data a general model of First Peoples' 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: Cultural Chronology for First Peoples Settlement in York County

Period		Time Range (circa)	Diagnostic Features	Complexes	
Paleoindian	Early	9000-8400 B.C.	Fluted projectile points	Gainy, Barnes, Crowfield	
	Late	8400-8000 B.C.	Non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate	
Archaic	Early	8000-6000 B.C.	Serrated, notched, bifurcate base points	Nettling	
	Middle	6000-2500 B.C.	Stemmed, side & corner notched points	Brewerton, Otter Creek, Stanley/Neville	
	Late	2000-1800 B.C.	Narrow points	Lamoka	
		1800-1500 B.C.	Broad points	Genesee, Adder Orchard, Perkiomen	
		1500-1100 B.C.	Small points	Crawford Knoll	
	Terminal	1100-950 B.C.	First true cemeteries	Hind	
Woodland	Early	950-400 B.C.	Expanding stemmed points, Vinette pottery	Meadowood	
	Middle	400 B.C. - A.D. 500	Dentate, pseudo-scallop pottery	Saugeen	
	Transitional	A.D. 500-900	First corn, cord-wrapped stick pottery	Princess Point	
	Late	Early Iroquoian	A.D. 900-1300	First villages, corn horticulture, longhouses	Glen Meyer, Pickering
		Middle Iroquoian	A.D. 1300-1400	Large villages and houses	Uren, Middleport
	Late Iroquoian	A.D. 1400-1650	Tribal emergence, territoriality	Neutral Iroquois, Wendat	
Contact	Aboriginal	A.D. 1650-1875	Treaties, mixture of Native & European items	Six Nations/Mississaugaas, Seneca	
	Euro-Canadian	A.D. 1796 - present	English goods, homesteads	European settlement, pioneer life	

The Paleoindian Period

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



small and ephemeral. They are usually identified by the presence of distinctive fluted projectile points, usually manufactured on high quality raw materials, including Onondaga chert from the Niagara Escarpment and Fossil Hill chert from Collingwood.

The Archaic Period

Settlement and subsistence patterns change significantly during the Archaic period as both the landscape and ecosystem adjusted to the retreat of the glaciers. Building on earlier patterns, early Archaic 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. The large cold-weather mammals that formed the basis of the Paleoindian subsistence pattern became extinct or moved northward with the onset of warmer climate conditions. Thus, Archaic populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Over time, reliance on specific food resources like fish, deer and nuts became more pronounced 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. Recent research has also demonstrated that subterranean house structures were in use during the later portion of this period.

The 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 B.C. to 1000 A.D.). 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.



The Late Woodland – Iroquoian Period

Beginning circa 1000 A.D. 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. Pre-contact Iroquoian sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular projectile points, clay pipes and ground stone artifacts. Sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g., glass beads, copper/brass kettles, iron axes, knives and other metal implements) in addition to the personal items of European visitors and Jesuit missionaries (e.g., finger rings, stoneware, rosaries, and glassware).

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

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

Post-Contact Period

The late 18th and early 19th century was characterized by the arrival of small number of Europeans interested in trade, exploration and establishing missions. In terms of material culture it is often difficult to distinguish between post-contact Aboriginal sites and colonial settler campsites during these years. This is due to the interaction and adoption of each other's material goods and subsistence strategies. Such interaction was essential to early explorers and missionaries who relied on local people for survival strategies and knowledge of the local landscape and ancient trade routes such as the Toronto Carrying Place. It is documented that the natives, French fur traders, Jesuit Priests, and British soldiers, all explored forests following the Toronto Carrying Place



route. On September 25, 1787 lands in York Township were purchased from the Mississaugas by the Toronto Purchase Act (ASI 2006).

2.3.2 Historic Euro-Canadian Settlement

Historically, the study area falls into parts of Lots 3 and 4, Concession I from the Bay, Lots 2-5, 9, 10, and 15, Concession II from the Bay, and Lots 6-9, 11-14, Concession III from the Bay, all in the historic Township of York South East, County of York. A brief discussion of early settlement in the county and township is provided below, along with a summary of historic land use. This will provide a general context for identifying historic features of archaeological potential.

York County

Since European contact, the area that is currently within the Region of York has been subject to several boundary adjustments. The area was part of the Montreal District in the Province of Quebec until 1788 when the District was further divided and the area became part of Nassau District (Adam et al. 1885). In 1791, the Province of Quebec was rearranged into Upper Canada and Lower Canada, thereby assigning the area to the former entity. In 1792, Nassau District became known as Home District which comprised a large area defined by two parallel lines, one to the east extending north from the mouth of the Trent River, another to the west extending north from Long Point on Lake Erie. That same year, Upper Canada was subdivided into 19 counties by its first Lieutenant Governor, Colonel John Graves Simcoe. York was the fourteenth county created and included parts of current Durham Region and the City of Toronto. By 1850, Districts were eliminated and York County became self-governing. The early prosperity of York County can be attributed to several key factors, the most important being that it was chosen as the seat of Upper Canada's capital. The construction of Yonge Street, Dundas Street and the arrival of the Toronto and Nipissing Railway were also pivotal in the development of the County (Adam et al. 1885).

Township of York

In 1793 Colonial John Graves Simcoe travelled a winding trail from Holland Landing down to the east branch of Holland River to the Don River and its branches. This trail was the basis for his "Military Street or Road", now referred to Yonge Street (Berchem 1996:20). The Simcoe's, like many early inhabitants of York Township, used the Don River for recreational purposes (e.g. fishing, skating) year round (ASI 2006). In 1794 the Yonge Street project began, starting at Holland Landing. Yonge Street was surveyed by Augustus Jones. Surveyor Alexander Aitken took a party of Rangers to lay 111 lots on both sides of Yonge Street, numbering from what later became Eglinton Avenue. The survey brought an influx of settlers along Yonge Street. It was recorded that settlement could have sparked incidents with the natives living in the area, however in 1794, Augustus Jones documented that some Chippewas and Mississaugas came and inquired about the business of Jones and came to accept Jones's proposal for the benefit



of trade (Berchem 1996:26). Following the survey, the British Parliament could not give settlers patents for land for another seven years (Berchem 1996:26). However, it seems patents were issued as early as 1796 in the case of the lots granted to Simcoe (ASI 2009). Settlers who came to the area were American Loyalists and German speaking Pennsylvania Dutch artisans and peasant farmers (Berchem 1996:38).

In 1798, York township reportedly had a population of 749 inhabitants. In 1801, the hill at Yonge Street and Eglinton Avenue was considered difficult to pass (Berchem 1996:54). In 1802, the township bounded by the Humber River and Etobicoke Township to the west and sharing a border with Scarborough Township to the east, had a grist mill, two saw mills and two taverns (ASI 2009). By 1803 there were an estimated 1,109 cultivated acres amongst one grist mill, two taverns and a small number of saw mills. By 1813, all of the township lands had been allocated to settlers with the exception of those lots which remained in either Crown or Clergy Reserves. The completion of the land survey of the entirety of the township did not occur until 1829 (Adam et al. 1885:77-78). By 1820 the township's population had grown to 1,672 individuals and continued to grow to 2,412 by 1825 (Adam et. al 1885:79-80). In 1840 the population was over 5,000 (ASI 2009). In the first 30 years of the township, fine farms were cleared in the rolling and well wooded countryside. Over the next 15 years growth was steady but concentrated in a few areas that saw successful commercial and industrial interest. Nineteenth century historical records indicate that as many as 44 mills (saw, grist and paper) may have existed in the Don River watershed (ASI 2006). Sauriol (1981:143, 72-73) notes that, during the nineteenth century, there was considerable traffic of schooners and smaller vessels to factory wharves in the vicinity of Gerrard Street. He also reports that early records refer to the forks of the Don River as the "boat buildery", alluding to the fact that the Don may have been navigable from the Lake Ontario to the forks. In addition, Dawes Road was in use as a main north-south produce and livestock route from the north (L'Amoreaux community) to the St. Lawrence Market in the early 1830s (Milanich, n.d.).

The historic maps indicate that most of the land was settled by the late 19th century. Although there is no historic settlement centre directly in the study area, it is in close proximity to the historic Village of Todmorden.

Village of Todmorden

Settlements established near the Don River were often connected to milling or industrial centres. The community of Todmorden was established around 1794-1795 when Isaiah and Aaron Skinner built a saw and gristmill (ASI 2006). By 1823, Thomas Helliwell had built a brewery and distillery nearby. Todmorden was named after the ancestral home of the Helliwells (ca. 1835) and stands on the east side of the brow of Pottery Road. The history of the Todmorden area north of O'Conner Drive, within the Class EA Study Area, is dominated by the Taylor family who came to the Don River Valley in the 1820s.



John Taylor (Sr.), his wife Margaret Hawthorne and his seven children emigrated in 1821. In 1826, John Taylor (Sr.) settled on Lot 11, Concession II from the Bay. The original homestead was situated at the foot of Beachwood Drive (Sauriol 1904), southwest of the Class EA Study Area. By the 1830s, John (Sr.) had purchased 82 acres of land in the Don Valley (Lost Rivers, n.d.). Three of his sons, John, Thomas and George, formed John Taylor and Brothers (known later as Thomas Taylor and Brothers) and purchased land from Samuel Sinclair in 1851 (Taylor Cemetery Historical Plaque, torontoplaques.com). The Taylors owned all of the land north of O'Connor Drive between Broadview and Woodbine Avenues (Toronto Neighbourhood Guide, 1997-2015). The Taylor's businesses in the Don Valley included three paper mills, saw mills, grist mills and the Don Valley Pressed Brick Works. The lower paper mill was located where Helliwell had built his brewery in 1820 (ASI 2006). The Taylor brothers opened the Middle Mill (paper mill) in 1858 which was turbine operated (Lost Rivers, n.d.). The Middle Mill is the closest historically mapped Taylor brothers operation to the EA study area, roughly 250 m southwest of the study area along the Don River (Maps 3 & 4). There was a concrete dam which stood in the Don River near the Leaside Bridge which supplied water to the turbine (Sauriol 1981). When John Taylor, the oldest of the three brothers and manager of the mills died in 1871, the family land holdings then consisted of 3,811 acres, 10 building lots, 35 houses, three warehouses, and 27 barns and stables (Lost Rivers, n.d.). In 1901, the Taylor brothers went bankrupt and by 1909, Middle Mill was operated by the Don Valley Paper Company Ltd. (Lost Rivers, n.d.). By 1932, the mill was operated by the Howard Smith Paper Mill. From the 1920s to 1940s the Taylor estates were subdivided which led to the residential development of the north end of Todmorden Village. In the 1980s there was no room to expand and modernize the paper mill operation so it was permanently closed. In 1989 the Metropolitan Toronto and Region Conservation Authority demolished the Middle Mill (Lost Rivers, n.d.).

Another prominent figure in the Class EA Study Area, is John Lea (Lot 13, Concession III from the Bay; Maps 8-10). John Lea was an early farmer in the area. John's son, William, named their family brick farmhouse "Leaside" (Bateman 2013). As a result, the area referred to as Leaside today in the City of Toronto was named after John Lea. By the 1850s the John Lea farm had acres of apple orchards and pasture. Map 10, the 1878 historical atlas map, shows William and John had homesteads, directly adjacent to the our study area, on Lot 13, Concession II from the Bay, off of long laneways from Bayview Avenue. Part of William's orchard is within in the Class EA Study Area. In 1912 William Lea sold part of his property to allow for a rail right-of-way and rail repair shops (Bateman 2013). In 1913 the William Lea house was destroyed by the Canadian Northern Railway (ASI 2006). Any remains of the John Lea house have likely been destroyed by commercial and residential developments in the vicinity (ASI 2006). In the 1920s there was a need for a new road bridge to span the Don Valley as the planned community of Leaside was developing into a full-fledged town. Leaside bridge, designed by Frank Barber, was opened in late October 1927.

By the 20th century there were significant changes in the vicinity of the study area as widespread construction of homes began. Aerial photography from 1947 (Map 11)



shows that the area south of the Don River Valley had undergone significant residential development. The area of Stan Wadlow Park (Cosburn Ave. and Haldon Ave) is shown as a large gravel extraction area. Some of the land north of the Don remained rural in nature. Recent aerial photographs (Map 2) show that the area north and south of the Don River Valley has undergone significant residential and commercial development.

2.3.3 Archival Research Including Historical Map Review

Lots and Concessions

Records from the Land Registry office show that many of the original farm lots within the study area remained largely intact and retained their rural character until quite late into the nineteenth century and even into the twentieth century. Many of the formal plans of subdivision were not surveyed and registered on title until the 1890s, and even Post-war expansion for new housing occurred between the 1940s and 1970s. In addition, Lot 16, Concession III from the Bay was Clergy Reserve land which was land set aside for government and military purposes under the plans of Lieutenant Governor Simcoe, as early as 1793 (ASI 2006).

The Abstract Indexes of Deeds for Lots 3 and 4, Concession I from the Bay, Lot 15, Concession II from the Bay and Lot 14, Concession III from the Bay were not located in the records at the Land Registry office, Archives of Ontario or the Toronto Archives. The Abstract Indexes of Deeds were available for Lots 2-5 and 9 & 10, Concession II from the Bay, Lots 6-9 and 11-13, Concession III from the Bay.

The Abstract Indexes of Deeds and the 1851 Browne *Map of the Township of York in the County of York* (Map 7), the 1860 Tremain *Map of the County of York, Canada West* (Map 8), the 1868/69 Fawkes, Hassard and Gehle *Sketch Sheet of a Reconnaissance of Ground in the Neighbourhood to Toronto* (Map 9), and the 1878 Miles and Co. *Illustrated Historical Atlas of the County of York* (Map 10) were reviewed to determine the potential for the presence of cultural heritage resources within the study area during the 19th century. The following discussion summarizes this information for the lots within the study area presented on the historical maps. In general, it is clear that early historic settlement centred around the Don River Valley.

Lot 3, Concession I from the Bay

In 1851, the Browne map shows that a portion of the study area within Lot 3 may have been cleared on the south side of Danforth Avenue. The Tremain map (1860) shows the property owner for the east half of Lot 3 as Henry Boulton and M. Sullivan in the west half. In 1860, the Grand Trunk and Nipissing Railway was extant and ran east-west through this lot. The 1868/69 Fawkes, Hassard and Gehle map illustrates a structure adjacent to the south side of the railway tracks. By 1878 the part of the lot within the study area was divided into at least five parcels. No structures are illustrated on the Miles Atlas map in 1878.



Lot 4, Concession 1 from the Bay

In 1851, the Browne map shows the portion of the study area within Lot 4 may have been cleared, also situated on the south side of Danforth Avenue. The Tremaine map (1860) shows the study area includes part of the east half of the lot. In 1860, the lot was divided into parcels, two of which are shown as being owned by J.H. and C.D. No structures are illustrated on the lot until the 1868/69 Fawkes, Hassard, and Gehle map. In 1878 the Miles Atlas map does not illustrate any structures within the study area.

Lot 2, Concession 2 from the Bay

According to the Abstract Indexes of Deeds, the Crown Patent for all 200 acres of Lot 2 was granted to Kings College in 1828. The 1851 Browne map shows that part of the lot within the study area was cleared. Dawes Road was extant and intersected the study area. Three structures are depicted on the west side of Dawes Road in 1851. By 1860, the Tremaine map illustrates part of the lot within the study area is owned by Henry Godson (west side of Dawes) and A.H. (east side of Dawes). There are no structures illustrated in 1860. By 1878, the west side of Dawes Road was owned by Trudgeon & Davidson Company (Miles & Co.). Two structures are illustrated, which may be the same structures illustrated in 1851. The west side of Dawes Road is owned by W. Williamson. There are still no structures depicted in that portion of the lot.

Lot 3, Concession 2 from the Bay

The Crown Patent for all 200 acres of land was given to George Playster in 1796. The 1851 Browne map shows that the majority of the lot within the study area was still wooded. By 1860, the south half of lot 3 was divided into four parcels, two of which are shown as occupied by William Walkins and Luke Robinson. The north half of lot 3 within the study area was owned by William Bell. There are no structures illustrated. The 1868/69 Fawkes, Hassard, and Gehle map does not illustrate any structures but shows the south half of the lot divided into four parcels, two of which were wooded at the time of the survey. In 1878, the Miles Atlas map shows the same configuration of parcels, however listed the owners are William Taylor (two parcels), Mrs. Margaret McGill and Harris & Taylor in the south half of the lot. The east parcel of the south half owned by William Taylor depicts a homestead within the study area, including laneway extending roughly 100m north from Danforth Avenue. The north half of the lot within the study area is owned by Mrs. Mary McGill. No structures are illustrated within the study area on the 1878 Miles Atlas map in the north half.

Lot 4, Concession 2 from the Bay

The Crown Patent for Lot 4 was granted to Edward Cahan(?) in 1831(?). The 1851 Browne map shows the lot as cleared. No structures are illustrated. By 1860, the Tremaine map shows the study area located in part of the lot owned by William Gorie. No structures are illustrated in 1860. In 1878, the Miles Atlas map shows the south half,



east half and the north half of the lot within the study area owned by William Gorey. No structures are illustrated.

Lot 5, Concession 2 from the Bay

The Crown Patent for all 100 acres of Lot 5 was granted to John Burke in 1796. The study area includes part of the north half of Lot 5. The 1851 Browne map does not show any structures in the lot. The west boundary of the lot abuts Woodbine Avenue, an early concession road. By 1860 (Tremaine map), the lot was owned by Daniel Fitzgerald. The 1868/69 Fawkes, Hassard, and Gehle map illustrates the extant of Taylor Massey Creek running east-west through the lot. The 1868/69 map labels the location of a “Ground Water Supply” area off of Taylor Creek within the study area. In 1878, the lot was still in the Fitzgerald family. The 1878 Miles Atlas map shows Joseph Fitzgerald as the property owner who had a homestead and orchard, off of Woodbine Avenue, within the study area.

Lot 9, Concession 2 from the Bay

According to the Abstract Indexes of Deeds, the Crown Patent for all 200 acres of Lot 9 was granted to the Rectory of St. James “Toronto”. In 1851, the small portion of Lot 9 within the study area was still wooded along Woodbine Avenue. The Abstract also indicates in 1859 11 acres were sold, however, this is not shown on the 1860 Tremaine map. The 1860 Tremaine map indicates the entire lot was Glebe Land. The 1860 map illustrates that O’Connor Drive was opened. The 1868/69 Fawkes, Hassard and Gehle map depicts two three extant along O’Connor Drive, within 300m of the study area boundary. In 1878, the Miles Atlas map shows the portion of Lot 9 within the study area within Clergy Reserve. Within the Clergy Reserve, five structures are illustrated on the south side of O’Connor Drive, three of which are within 300 metres of the study area boundary.

Lot 10, Concession 2 from the Bay

The Crown Patent for all 200 acres of Lot 10 was granted to Robert Henderson in 1801. The 1851 Browne map shows the lot was divided into three parcels, of which one large parcel was still wooded. An early route of Don Mills Road runs north-south through the wooded parcel. By 1860, Don Mills Road was better established and the lot was divided into two parcels. The east half was owned by John Taylor & Brothers. The west half was owned by W & J. Morse. The 1868/60 Fawkes, Hassard and Gehle map shows that Taylor Massey Creek ran through the lot. At least four structures are illustrated within the west half of the lot, along Don Mills Road within the study area. Two other structures are illustrated within 300m of the study area boundary. In 1878 (Miles Atlas map), Lot 10 had been divided into three parcels. The east three quarters of the lot (2 parcels) was owned by Thomas Taylor and John H. Taylor & Brothers. A structure is illustrated within the study area along Don Mills Road, within John H. Taylor &



Brothers' parcel. The far west parcel of the lot was owned by George Taylor. A structure was located along O'Connor Drive, within 300m of the study area boundary.

Lot 15, Concession 2 from the Bay

According to the Abstract Indexes of Deeds the Crown Patent was granted to John Hewitt for all 200 acres. The study area includes a small portion of the east portion of Lot 15. The 1851 Browne map depicts a school house on the south side of St. Clair Avenue East, within the study area. The 1860 Tremaine map depicts the Lot as divided into a number of parcels. The study area falls within the parcel owned by John Taylor & Brothers. The Middle Mill owned by the Taylor Brothers is also located in Lot 15, more than 300m from the study area along the Don River. The 1868/69 Fawkes, Hassard and Gehle map shows a number of structures along O'Connor Drive, all south of the study area. One of these structures is illustrated within 300m of the study area. In 1878, the Miles Atlas map illustrates a school house along O'Connor Drive, south of the study area. George Taylor is shown as owning the lot.

Lot 6, Concession 3 from the Bay

Lot 6 is located on the north side of St. Clair Avenue East. According to the Abstract Indexes of Deeds, the Crown Patent for the east half of the lot was granted to Philip DeGrassie in 1833 for 100 acres. The Patent information on the west half was not recorded. The 1851 Browne map does not show the divided lot but shows that parts of the lot remain wooded. The early route of Don Mills Road is depicted. The 1860 Tremaine map shows that Philip DeGrasse still owned the east half of Lot 6. The west half of Lot 6 is owned by John Taylor & Brothers. This lot in 1860 includes the forks of the Don River. By 1878, the east half of lot was now owned by John H. Taylor & Brothers, while the west half by George Taylor. A structure is depicted directly adjacent to the study area boundary within George's portion adjacent to Don Mills Road. Two other structures are depicted within 300m of the study area, on the east half of the lot on opposite side of the Don River.

Lot 7, Concession 3 from the Bay

According to the Abstract Indexes of Deeds, the Crown Patent for the west half of Lot 7 was granted in 1796 to Honorable David W. Smith for all 100 acres. The east 100 acres of the Lot was granted to Philip DeGrassie in 1833. Only a small portion of the study area is within the west half of the lot. The 1851 Browne Map shows part of the lot remained wooded. The forks of the Don River are depicted within the west half of the lot, within 300m of the study area, however the other historic maps place the forks in Lot 6. In 1851, more than 300m east of the study area, a saw and paper mill is depicted, presumably the Upper Mill owned by the Taylor Brothers. In 1860, the west half of the lot was owned by John Taylor and Brothers. The paper mill operation is illustrated more than 300m east of the study area. The east half is still owned by Philip De Grasse. By this time, a large mill pond occupies part of the lot adjacent to the paper mill. There is a



structure shown along the Don River, more than 300m from the study area. By 1878, John H. Taylor & Brothers still own the west half of the lot. No structures are illustrated within the study area.

Lot 8, Concession 3 from the Bay

The Crown Patent for the west half of Lot 8 was granted to Mary Ridout for 100 acres in 1797. The east half was granted to John Ross in 1796. The 1851 Browne map shows that the portion of the lot that extends into the study area was mostly wooded along Donlands Avenue. By 1860 (Tremaine map), the west half of the lot was owned by John Taylor & Brothers. Similarly, in 1878 the Miles Atlas map depicts John H. Taylor & Brothers owning the lot. There are not structures depicted within the study area.

Lot 9, Concession 3 from the Bay

A small portion of the study area is within the west half of Lot 9. The first transaction in the west half was recorded in the Abstract Indexes of Deeds in 1809 when Thomas Ridout acquired the land and sold it to Qualton St. George. By 1860, John Taylor & Brothers had purchased the land (Tremaine map). In 1878 (Miles Atlas map), the land was still held by John H. Taylor & Brothers. There are no structures depicted within the west half of Lot 9.

Lot 11, Concession 3 from the Bay

Lot 11 is located on the west side of Donlands Road. According to the Abstract Indexes of Deeds, the Crown Patent granted William Smith all 200 acres in 1796. The study area falls in the east portion of Lot 11. The 1851 Browne map depicts a trail running north-south through the lot, joining to St. Clair Avenue East. The 1860 Tremaine map shows that a significant portion of the lot within the study area is occupied by the meander of the Don River. The lot is illustrated as owned by John Taylor in 1860. The 1868/69 Fawkes, Hassard and Gehle map shows that a mill race may overlap the boundary of the study area. By 1878, the lot is owned by Thomas Taylor. No structures are depicted in the study area. The Taylor Brothers Middle Mill is shown in this lot, within 300m of the study area.

Lot 12, Concession 3 from the Bay

The Abstract Indexes of Deeds for Lot 12 is illegible. The study area falls in the east portion of Lot 12. The 1851 Browne map depicts a trail running north-south through the lot, joining to St. Clair Avenue East. The 1860 Tremaine map shows William Lea owned the east portion of the lot. The 1868/69 Fawkes, Hassard and Gehle shows three structures located 250m west of the study area, within Lea's portion of the lot. In 1878, the lot is still owned by William Lea. The study area overlaps the orchard connected to the William Lea's homestead situated directly west of the study area. To note, the entrance to the William Lea farmstead is a one kilometre laneway from Bayview Avenue.



Lot 13, Concession 3 from the Bay

The Abstract Indexes of Deeds for Lot 13 is illegible. The study area falls within the east half of Lot 13. The 1851 Browne map shows this portion of the lot as cleared. In 1860, the Tremaine map shows John Lea and William Lea owning the east part of Lot 13. The 1868/69 Fawkes, Hassard and Gehle shows three structures located in John's portion of the lot, just west of the study area. In 1878, the Miles Atlas map shows John and William Lea still owning the lot. A homestead is located in John's lot, overlapping the study area boundary. The homestead entrance is 1.2 kilometres off of Bayview Avenue.

Lot 14, Concession 3 from the Bay

The study area falls into a small section of Lot 14 at the east end of the lot. The 1851 Browne map shows the lot as cleared. By 1860 (Tremaine map), the lot was leased by John Walmsley. By 1878 (Miles Atlas map), John Lea had acquired the lot. There are no structures illustrated within or adjacent to the study area.

2.3.4 Historic Plaques within the Study Area

There are no commemorative plaques within the study area, however it was determined that there are four within one kilometre which mark areas of historical significance.

Charles Sauriol Conservation Reserve

The plaque is located at the forks of the Don River. The text of the plaque is reproduced below.

In 1831, on this site at the Forks of the Don, then known as the Boatbldery, Capt. Philippe De Grassi, a veteran of the Napoleonic Wars, drew a grant of 80 ha on which he settled with his family. In the early 1920's, Charles Sauriol of the 45th East Toronto Troop of Boy Scouts camped in this valley, and so began his career as a conservationist. In 1927, Charles Sauriol acquired part of the De Grassi Tract. From that date, he dedicated himself to the preservation of the Don Valley's natural resources. His lifelong determination and dream of the East Valley of the Don protected as a publicly-owned conservation reserve became a reality on September 6, 1989.

Taylor Cemetery

The plaque is located on O'Connor Drive, a block west of Pape Avenue. The text of the plaque is reproduced below.

John Taylor (1773-1868), his wife Margaret Hawthorne and seven children emigrated from Uttoxeter, Staffordshire in 1821. In 1839, three sons, John, Thomas and George, purchased this land from Samuel Sinclair (1767-1852) except for a portion Sinclair gave to the Primitive Methodist Connexion in 1851. The Taylors gave the Connexion a brick church in 1859. The family operated three paper mills and a brick mill in the Don Valley, where they had considerable landholdings and were responsible for much of the development of East York in the nineteenth century.



Todmorden Mills

The plaque is located in the Don River Valley, on the south side of Pottery Road, west of Broadview Avenue. The text of the plaque is reproduced below.

In 1794-5 Isaiah and Aaron Skinner built a sawmill and grist-mill near this site. A third share in the mill property was held, 1799-1805, by their brother-in-law, Parshall Terry, a member of the first Legislative Assembly of Upper Canada, who had moved to this area by 1798. Terry lived nearby until his death in 1808. Later the mills were jointly owned by Colin Skinner and John Eastwood. By 1823 Thomas Helliwell had built a brewery and a distillery in the immediate vicinity and within four years Eastwood and Skinner had constructed the second paper mill in Upper Canada. A village called "Todmorden" after the English home of the Helliwells grew up to the northeast of the mills.

Dentonia Park Farm

The plaque is located at on the west side of Dentonia Park, east of Dawes Road, just north of Danforth Avenue. The text of the plaque is reproduced below.

In 1897, Walter Massey, President of Massey-Harris Company, purchased about 100 ha of land to establish an experimental farm. Walter named the farm "Dentonia Park" after his wife, Susan Marie Denton. The farm produced eggs and poultry as well as trout. Dentonia was also the home of a prized dairy herd that sparked the formation of the City Dairy Company. The City Dairy produced the first pasteurized milk in Canada, which helped to combat tuberculosis and typhoid fever among Toronto children. In 1901, Walter Massey passed away after contracting typhoid fever, but Susan continued to operate Dentonia Park Farm well after his death. Walter's brother, Chester (and his children Vincent and Raymond) and Susan's children (Ruth, Madeline, Dorothy and Denton) also lived at Dentonia. The Goulding Estate was built in 1921 for Dorothy Massey Goulding.

In the benevolent tradition of the Massey family, Susan donated 25 ha of Dentonia, in memory of her husband, to the City of Toronto around 1926, for use as a public park to be named "Dentonia Park". Susan generously donated her home (built in 1914) along with 16 ha of Dentonia, to Crescent School (an independent school for boys) in 1933. Until Susan's death in 1938, she continued to live at Dentonia with her daughter Madeline.

Crescent School operated at Dentonia until 1969 when it moved and the property was developed into the Crescent Town neighbourhood. Prior to 1900, the neighbourhood south of the Massey Farm developed, a portion of which became part of East York Township in 1924. Many other residential and recreational areas were created out of the Dentonia Park Farm, including the City of Toronto's Dentonia Park Golf Course and part of Taylor Creek Park. The Dentonia Athletic Field continues to serve the community with a soccer field, baseball diamond, basketball court, cricket pitch, splash pad and playground.

3.0 MAPPING OF ARCHAEOLOGICAL POTENTIAL

The practise of evaluating archaeological potential is a useful tool as it allows for the identification of areas with negligible potential and the recognition of areas that retain potential for the discovery of archaeological resources and require further investigation prior to future construction. As previously discussed (see Section 2.1, above), the Province of Ontario has established criteria for determining archaeological potential in



southern Ontario. In general, these criteria can be divided into four major categories: 1) known archaeological sites, 2) physiographic features, 3) cultural historic features, and 4) application or region specific information. When done in conjunction with a property inspection (field reconnaissance), a Stage 1 archaeological assessment establishes archaeological site potential by identifying features of archaeological potential derived from background research and assessing these in combination with a visual documentation of existing conditions. For this study, features of archaeological potential were mapped with ArcMap 10.1 Geographic Information System (GIS) software and appropriate distance buffers were established to generate maps of zones with archaeological potential (see Table 3). Although there are limitations in predictive modeling, it can be successful to the extent that it can trigger the need of archaeological assessment at a level of probability that is useful in the context of heritage resource assessment and planning. The archaeological potential model for the Hydro One Class EA Study Area was developed using GIS to map various sets of criteria or filters as separate, but complementary on digital base mapping which resulted in the production of a final digital map of zones of archaeological potential with integrity (Map 14).

3.1 Evaluation of Archaeological Potential: Pre-Contact Potential Layer (Map 12)

Water is arguably the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in southern Ontario after the Pleistocene era, proximity to water can be regarded as a primary indicator of archaeological site potential. Accordingly, distance from water is one of the most commonly used variables for predictive modelling of archaeological site location. Within heavily urbanized areas care must be taken to identify watercourses that have may have been channelized or diverted into the storm and waste water management systems. For this potential model, TMHC used a variety of historic sources to estimate the routes of watercourses prior to urbanization. Although the nineteenth century maps (reviewed in Section 2.3.5) tend to be somewhat generalized and schematic, overlaying historic watercourses shows a different pattern of watercourse systems than is apparent in the modern landscape. Mapping of modern watercourses was based on from the hydrographic line data from Ontario Hydro Networks – Watercourses (<https://www.ontario.ca/data/ontario-hydro-network-watercourses>) which represents the present location of flowing water. In addition, using digital elevation data from Greater Toronto Area Elevation (<https://www.ontario.ca/data/greater-toronto-area-elevation>), areas of slope exceeding 20 degrees were excluded from this potential layer. This data primarily accounted for the extremely steep ravine slope of the Don Valley.

Accordingly, all watercourses, including historic routes, were mapped as a discrete layer of pre-contact site potential with the project GIS.



3.2 Evaluation of Archaeological Potential: Euro-Canadian Potential Layer (Map 13)

In the Hydro One Class EA Study Area, early nineteenth century Euro-Canadian farmsteads are likely to be captured by the proximity water model in the pre-contact potential layer. Historical features present or no longer extant in the study area also affect the likelihood of lands to have archaeological resources. Therefore, the GIS layer of historical features involved the examination of nineteenth century maps and other secondary source material.

The boundaries of settlement centres can be plotted in order to serve as indicators of areas where most of the building activity was concentrated at the time the research sources were generated. However, as this study area did not include a settlement centre, TMHC mapped individual structural features depicted on nineteenth century map sources. These features were buffered by 300 metres in order to allow for inaccuracies in the source mapping or the process of transferring these locations to modern maps, and for the potential presence of associated or ancillary features of potential archaeological interest. School houses, places of worship and commercial buildings such as inns are features representing the earliest structures of social and economic significance in the area and are considered as features signifying archaeological potential. In addition, homesteads that were formally rural and isolated were also mapped and buffered. They were buffered by 300m since many of the homesteads were setback more than 100m from the historic transportation routes. All nineteenth century transportation routes, which includes early settlement roads and an early railway, were also mapped and buffered to draw attention to potential heritage features in proximity to their right-of-ways. In addition, the known post-contact archaeological site within 300m of the study area (Sauriol site, AkGt-52) and the site that was not culturally affiliated (Taylor Creek site, AkGt-1) within the study area were plotted as points and buffered by 300 metres (Section 2.2.2). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given they were financed by subscription and subscribers were given preference with regard to the level of detail provided on the maps. Furthermore, not every feature of interest would have been within the scope of the atlases.

As accurately as possible the historic features were mapped as a discrete layer of Euro-Canadian archaeological potential within the project GIS.

3.3 Summary of Archaeological Potential

Table 3 provides a summary of the various archaeological potential modelling criteria applied to the Hydro One Class EA Study Area, while Maps 12 and 13 illustrate the estimated zones of archaeological potential defined on the basis of those criteria. It should be noted that the resulting definition of potential zones takes relatively little account of one additional, and significant, factor—that of landscape integrity (see Section 4.1 and 4.2; Map 14).



Table 3: Summary of Proposed Site Potential Modeling Criteria

	Environmental or Cultural Feature*	Buffer Distance (metres)	Buffer Qualifier
Pre-Contact Site Potential	rivers (including historic watercourses)	300	midline of watercourse and top of river valley (top of bank)
	floodplains	300	none
	creeks/brooks/streams (including historic watercourses)	300	midline
	registered archaeological sites	300	none
	elevated topography	300	centre
	Lake Ontario shore	300	none
	Glacial Lake Iroquois beach (strand)	300	above and below beach
	steep slopes ≥ 20 degrees	0	removed from potential zone
Historic Site Potential	early settlement roads	300	both sides
	historic settlement centres	polygon as mapped	no buffer
	cemeteries	polygon as mapped	no buffer
	historic domestic sites/historic structures	300	none
	historic hotels/taverns/inns	300	none
	historic school houses, churches and institutional	300	none
	historic mills (paper, grist, saw)	300	none
	other historic industries (i.e. blacksmith shop)	300	none
	early railways	300	none
	military batteries and battlefields	300	none
	registered archaeological sites	300	none
	steep slopes ≥ 20 degrees	0	removed from potential zone
*Bolded entries indicate criteria applicable to the Hydro One Class EA Study Area			

4.0 LANDSCAPE INTEGRITY AND EXISTING CONDITIONS: STAGE 1 FIELD RECONNAISSANCE

4.1 Field Methods

The landscape integrity of the Hydro One Class EA Study Area was compiled by using the built-up layer from City of Toronto Geodatabase shapefile together with available aerial photography and Stage 1 field reconnaissance. The field inspection was done in an effort to get a better sense of existing conditions in the study area to further identify features of archaeological potential that might otherwise not be obvious on the mapping consulted for the project. In a general sense, it was also important to establish



notable areas where land development and prior disturbance have negated potential for the recovery of intact archaeological deposits. Subsection 1.3.2 of the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011:18) 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. This is commonly referred to as ‘disturbed’ land. As previously discussed in Section 2.1, major disturbances were found in this study area, such as quarrying, building footprints, major landscaping below grade, and sewage and infrastructure development. Archaeological potential is considered low in such areas and they are eliminated from Stage 2 assessment recommendation. Nonetheless, 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 archaeological potential.

All major forms of construction/development disturbance that were seen in the field were mapped and removed from the composite potential model. The field review was conducted to refine the identification of lands that exhibit integrity and archaeological potential.

According to the Province of Ontario’s 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011), a Stage 1 field reconnaissance must include:

- sufficient inspection coverage to identify the presence or absence of any feature of archaeological potential;
- confirmation that previously identified features are present within the study area (e.g., determining if watercourses and land formations are still extant and have not been impacted by urban development or that they are not artificial);
- documentation of any additional features of archaeological potential not visible on mapping;
- documentation of features that will affect recommendations for further assessment strategies (e.g., woodlots and overgrown vegetation that does not allow ploughing); and,
- documentation of structures and built features that will affect assessment strategies (e.g., heritage structures or landscapes, cairns, monuments or plaques, cemeteries).

The Stage 1 field review was conducted on November 12, 2015 in overcast and cool weather and therefore, under appropriate lighting and weather conditions. Since the Hydro One Class EA Study Area was large, the field assessment was conducted by spot-checking for archaeological potential features, paying particular attention to areas mapped as having archeological potential on Maps 12 and 13. The study area was examined from the roadside and public areas (publically accessible lands). Our roadside survey was precursory insofar as it was only meant to collect baseline data for use at this stage of this project. This limited our ability to investigate all areas for features of archaeological potential but, a more detailed field review (property inspection) is required



if there is planned development within the Hydro One Class EA Study Area. The results of our documentation of existing conditions and subsequent evaluation of archaeological potential are described below, in Sections 4.2 and 4.3, and presented on Maps 15-26 with Images 1 to 45 documenting existing conditions.

4.2 Composite Archaeological Potential (Map 14)

Integrity refers to the estimated degree to which modern land use activities have likely affected any archaeological resources that may have been present, whether this has entailed outright destruction, possible burial, partial removal, etc. The composite map of archaeological potential for the Hydro One Class EA Study Area presented in Map 14 incorporates the assessment of integrity.

According to Provincial guidelines, several land types can also signal a lack of (or low) potential for archaeological resources. These include the presence of low-lying and permanently wet areas, steeply sloped lands, areas subject to extensive, prior subsurface disturbance, or lands over 300m from any known features of archaeological potential. Only the most obvious areas of low potential were mapped in this exercise as more detailed mapping requires property specific detailed visual inspection. Nonetheless, much of the land within the existing study area has low archaeological potential due to buried utility services as well as building footprints (buffered by one metre). Underground parking lots were determined to have low archaeological potential.

4.3 Analysis and Conclusions

The Stage 1 archaeological assessment consisted of a review of soils, physiography, and drainage for the study area, registered and known archaeological sites within and adjacent to it as well as previous archaeological assessments that have been undertaken for the study area or adjacent lands. A consideration of historic and current land use, as well as pre-contact Aboriginal and Euro-Canadian settlement was also undertaken. According to the map-based review and background research, potential for the discovery of pre-contact sites is indicated by the proximity (within 300 metres) to: 1) historic watercourses (Don River/Taylor Creek) and, 2) glacial Lake Iroquois beach. The potential for the discovery of historic era sites is demonstrated by proximity (within 300 metres) to: 1) mapped 19th-century thoroughfares (Dawes Road, Woodbine Avenue, and St. Clair Avenue East), 2) mapped 19th-century structures, and 3) a registered archaeological site. GIS mapping established that roughly 88% of land within the study area is within 300m of a feature of archaeological potential and is therefore considered to have archaeological potential based on current provincial standards. However, a review of current aerial photography indicated the study area includes urban land, indicating that some of the current area has been disturbed and no longer retains its integrity. Assessing potential for archaeological resources cannot be established by mapping alone, as numerous small areas consist of vacant or paved parking lots that may not retain potential for the discovery of intact archaeological resources. Therefore, a preliminary reconnaissance survey of existing conditions within the study area was also undertaken to



assist in the collection of better information regarding existing conditions and features of archaeological potential.

The Stage 1 background study and preliminary field reconnaissance established significant features of archaeological potential and these were mapped to produce a generalized definition of zones of archaeological potential within the Class EA Study Area. Composite archaeological potential maps (Maps 15-26) can help Hydro One in future planning for the proposed maintenance work for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L. As only the construction work and access routes will be of concern, these maps can help establish what specific areas will be impacted and will require Stage 2 archaeological assessment.

In general, the majority of the study area outside the Don River Valley has been urbanized and has been impacted by modern development activities. Map 14 illustrates the areas of low archaeological potential that were visually obvious areas of disturbance (i.e. building footprints, roadways). Given the fact that they have been subject to extensive subsurface disturbance they can be eliminated from future Stage 2 assessment. In addition, steeply sloped areas (greater than 20°), such as the ravine slope of the Don Valley, is also considered to have low archaeological potential (MTC 2011:28; Section 2.1, Standard 2.c.). Therefore, in summary, the composite mapping, which includes the assessment of integrity, established that roughly 52% of land within the Hydro One Class EA Study Area is considered to have retained archaeological potential. As a full field inspection was not undertaken, it is acknowledged that some lands currently identified as having archaeological potential may be reclassified upon field inspection as there may be areas that are low-lying and permanently wet, steeply sloped or are disturbed but not visually obvious. In general, the areas defined as having archaeological potential consist of designated parkland (Images 21, 22, 26, 30, 31, 36, and 45), floodplain in the Don River Valley (Images 13 and 14), playing fields (Images 35 and 44), paved parking lots (Image 43), and residential yards.

Maps 15 to 19 map these general zones of archaeological potential on aerial photography. The location and orientation of photographs appearing in this report are also shown on the same map set. Table 4 provides an inventory of documentary records for this project.

Table 4: Documentary Records

- Field notes and field maps November 12, 2015
- Photographs 1-45 dated November 12, 2015
- All records on file at Timmins Martelle Heritage Consultants Inc., @ the Museum of Ontario Archaeology, 1600 Attawandaron Road, London, Ontario N6G 3M6



5.0 RECOMMENDATIONS

The Stage 1 archaeological assessment established that the Hydro One Class EA Study Area contained lands with archaeological potential and lands with low archaeological potential. With respect to these findings, the following recommendations are made:

1) Upon reviewing the Hydro One Class EA Study Area detailed composite archaeological potential maps (Maps 15-26), it is recommended Hydro One use these maps to assess if any land to be impacted by the proposed maintenance work for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L lies within a zone of archaeological potential. Should any portion of a proposed impact area have archaeological potential, a property inspection is required. A Stage 2 archaeological assessment must be carried out in the portions of the impact area that have archaeological potential.

Since the study area is within an urban context, most areas recommended for Stage 2 assessment will undergo a test pit survey at a five metre interval as per Section 2.1.5 of the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). If proposed Hydro One improvements include areas of deep disturbance where there is potential for deeply buried deposits, a backhoe or equivalent heavy excavating machinery instead of shovels would be necessary to conduct the Stage 2 assessment. Field and reporting methodologies must follow the 2011 *Standards and Guidelines for Consultant Archaeologists*.

2) If public or First Nations consultation or additional background research, documents additional features of archaeological potential that have not been identified in this study, these must also be taken into consideration during Stage 2 survey. Prior to the initiation of the Stage 2 survey a new inquiry should be made of the Ontario Archaeological Sites Database to establish if new archaeological resources have been registered.

3) If the limits of the study area change to incorporate new lands not addressed in this Stage 1 study, further background study will be required prior to the initiation of the Stage 2 survey.

These recommendations are subject to the conditions laid out in Section 7.0 of this report and to Ministry of Tourism, Culture and Sport review and acceptance of this report into the provincial registry.

6.0 SUMMARY

In the fall of 2015, Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by Hydro One Networks Inc. to complete a Stage 1 archaeological assessment



for the underground cable replacement and overhead line refurbishment on Hydro One's existing 115kV circuits H7L/H11L. These circuits run between the Leaside TS, the Todmorden JCT, Lumsden JCT, and the Main TS located in the Don Valley/Danforth area in downtown Toronto, Ontario. Historically, the study area falls into parts of Lots 3 and 4, Concession I from the Bay, Lots 2-5, 9, 10, and 15, Concession II from the Bay, and Lots 6-9, 11-14, Concession III from the Bay, all in the historic Township of York South East, County of York. The Stage 1 scope of work involved a map-based review, a background study as well as a preliminary field reconnaissance. A review of soils, physiography, and drainage, registered and known archaeological sites, past pre-contact Aboriginal and Euro-Canadian land use and existing conditions established that close to 52% of the study area has retained archaeological potential. As the preliminary roadside property inspection was limited in nature due to the extensive size of the study area, further field review (Stage 1 property inspection) should be undertaken if specific areas are proposed for construction activities. This will allow for a more precise definition of areas of archaeological potential requiring Stage 2 survey.

7.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Ministry of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O 1990, c 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 Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* 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 the Registrar of Cemeteries at the Ministry of Small Business and Consumer Services. The Registrar of Cemeteries, Cemeteries Regulation Unit can be reached at (416)326-8404 or (416)326-8393.

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n.d. torontoplaques.com. Accessed on November 11, 2015.

Tremaine, George

1860 *Tremaine's Map of the County of York, Canada West*. Toronto: George C. Tremaine.



9.0 IMAGES



Image 1: Beth Neilson Drive (looking north)

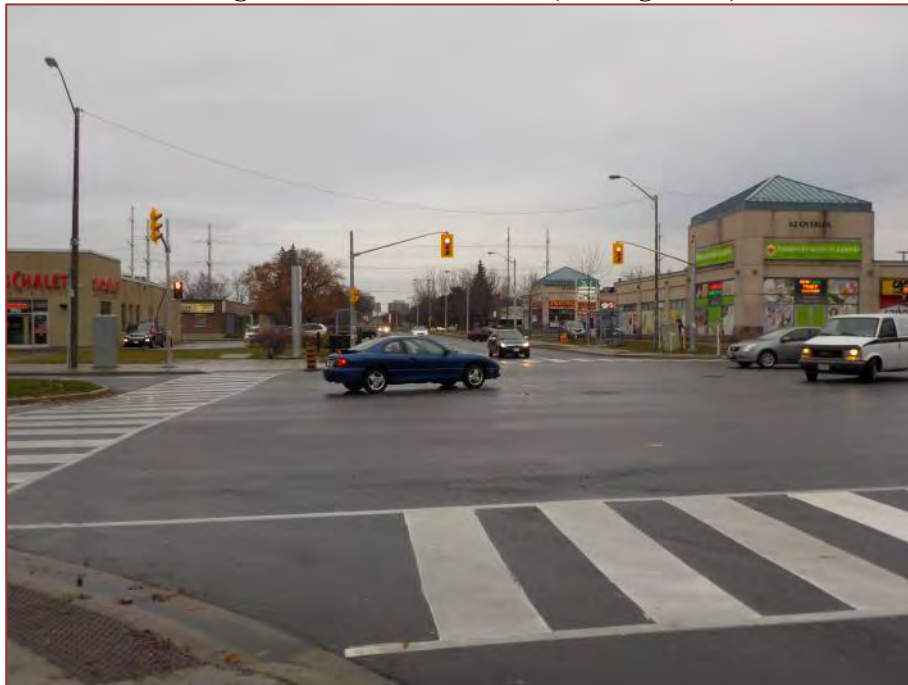


Image 2: Overlea Boulevard (looking east)



Image 3: Thorncliffe Park Drive (looking south)



Image 4: Overlea Boulevard (looking east)

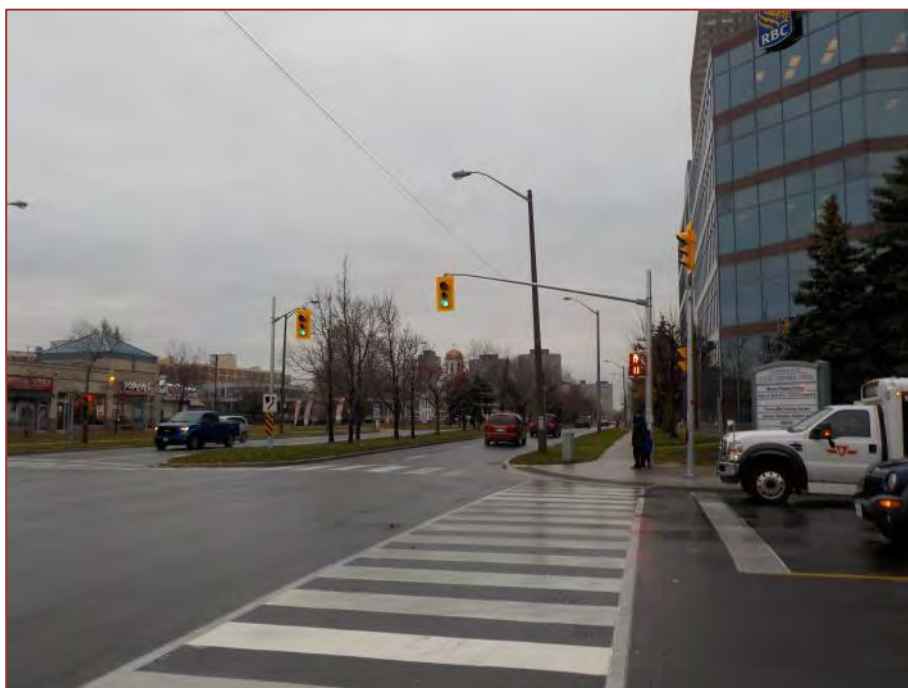


Image 5: View of Hydro corridor in valley (looking west)



Image 6: View of Hydro corridor in valley (looking east)

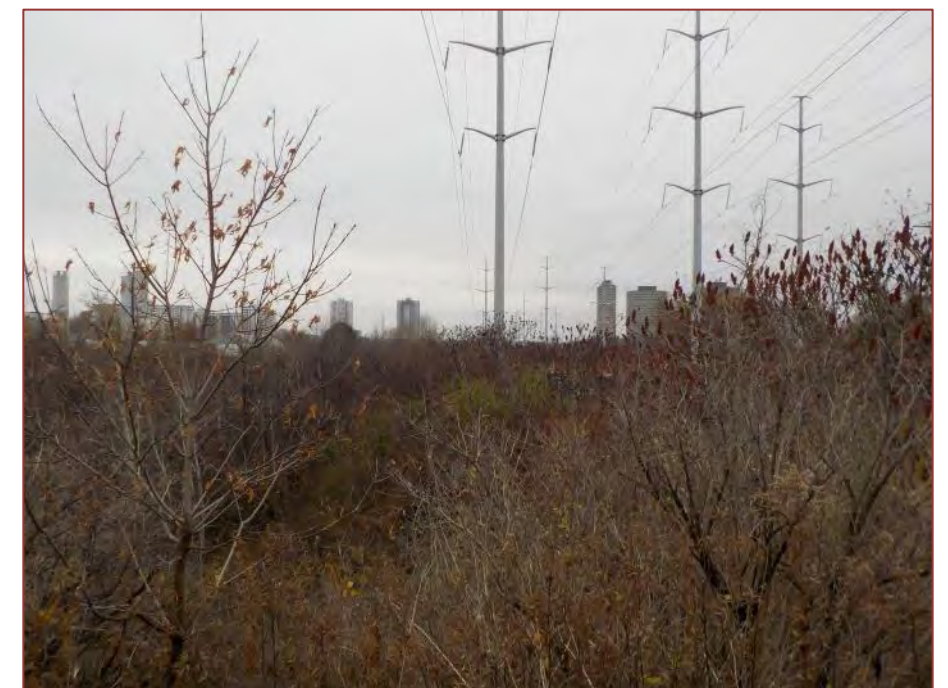


Image 7: View of steep valley slope (looking east)



Image 8: Top of valley (looking west)



Image 9: View of top of valley and hydro corridor (looking northwest)



Image 10: Former parking lot under development (looking south)



Image 11: Grassed lawn (looking southwest)



Image 12: View of Don River (looking northwest)



**Image 13: Lowland in Don River Valley, view of Leaside Bridge
(looking east)**



**Image 14: Lowland in Don River Valley, view of Leaside Bridge
(looking northwest)**



**Image 15: View of hydro corridor in Don River Valley lowland
(looking east)**



Image 16: View of Don River (looking north)



Image 17: Meadowland, view of Don Valley Parkway (looking south)



Image 18: Taylor Creek valley, steep slope (looking southeast)

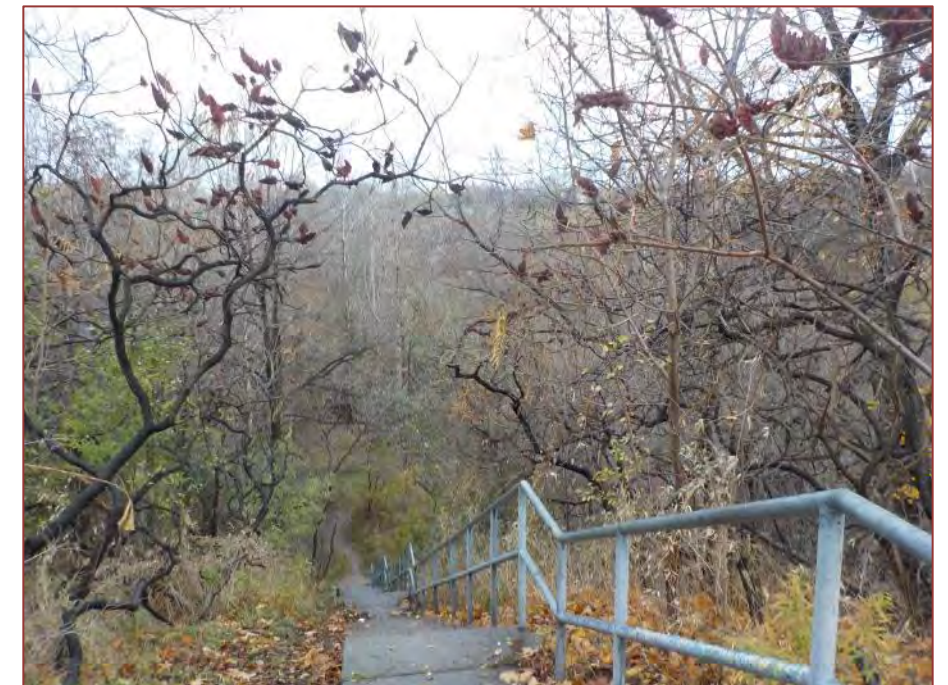


Image 19: View of Taylor Creek valley (looking southeast)



Image 20: Taylor Creek valley, view of O'Conner Drive bridge (looking southeast)



Image 21: Parkland on Taylor Drive (looking north)



Image 22: Parkland along Taylor Creek (looking east)

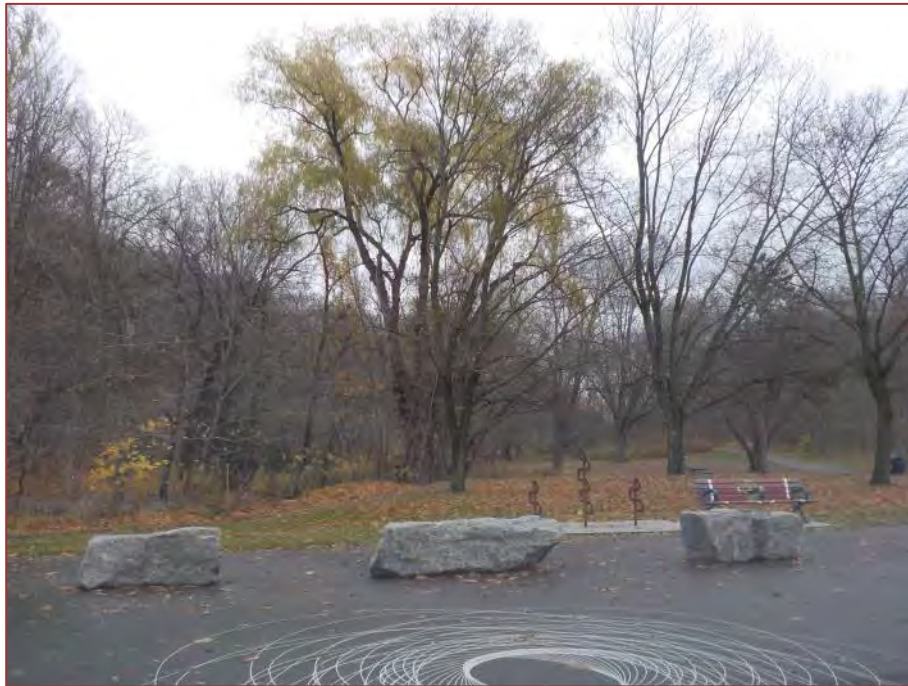


Image 23: View of the vicinity of a former pre-1878 historic structure (looking southwest)



Image 24: View of the vicinity of former pre-1868 structures and former gravel pit (looking north)



Image 25: Slope towards former gravel pit (looking southeast)



Image 26: View of parkland down to Taylor Creek (looking north)



Image 27: Dawes Road (looking north)



Image 28: Dawes Road (looking south)



Image 29: Midburn Avenue (looking east)



Image 30: Parkland along Taylor Creek (looking west)

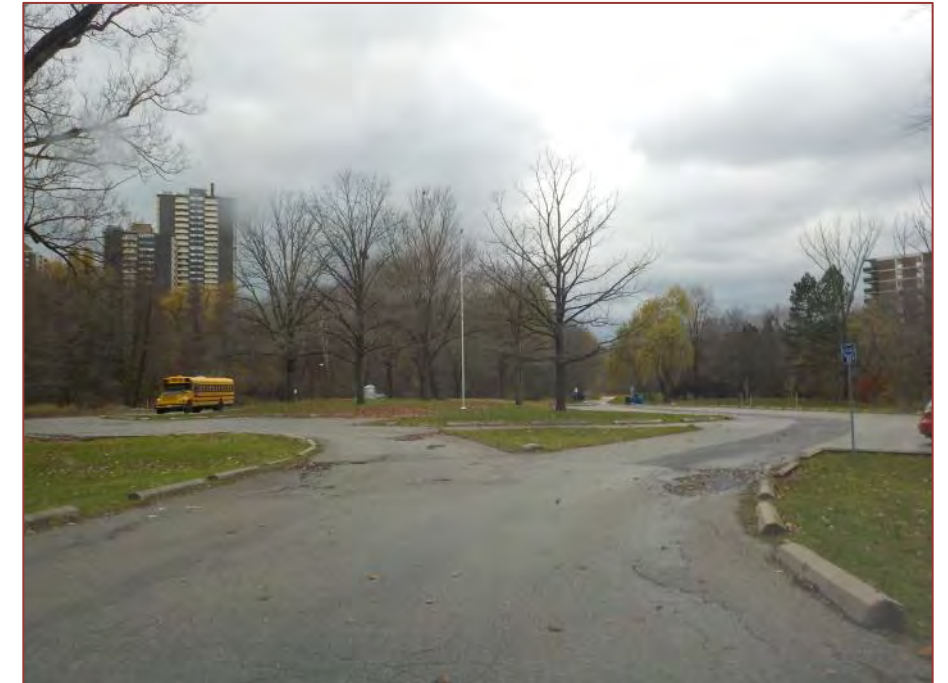


Image 31: Parkland along Taylor Creek (looking northeast)



Image 32: Dawes Road (looking north)



Image 33: Dawes Road and Secord Avenue (looking northwest)



Image 34: Main Street (looking south)



Image 35: Playing field (looking southwest)



Image 36: Parkland (looking southeast)

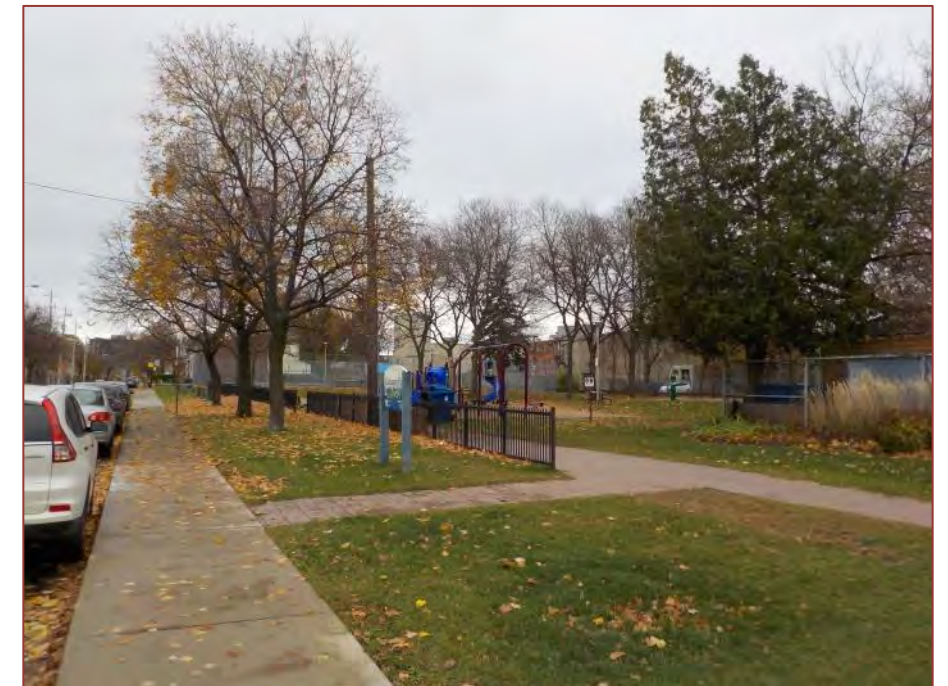


Image 37: Coleman Avenue (looking east)



Image 38: Doncaster Avenue and Main Street (looking west)

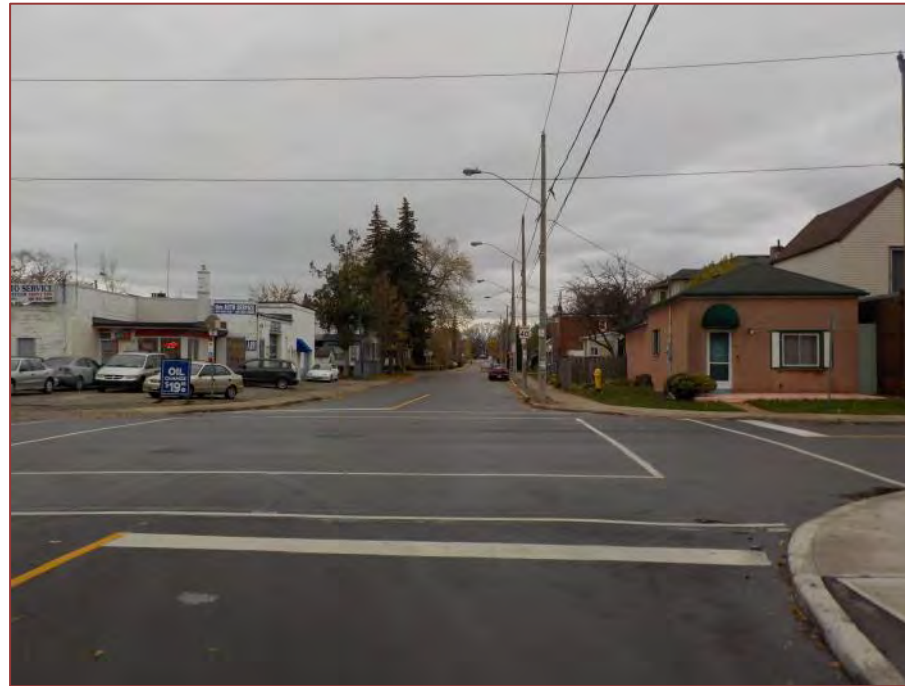


Image 39: Main Street (looking north)

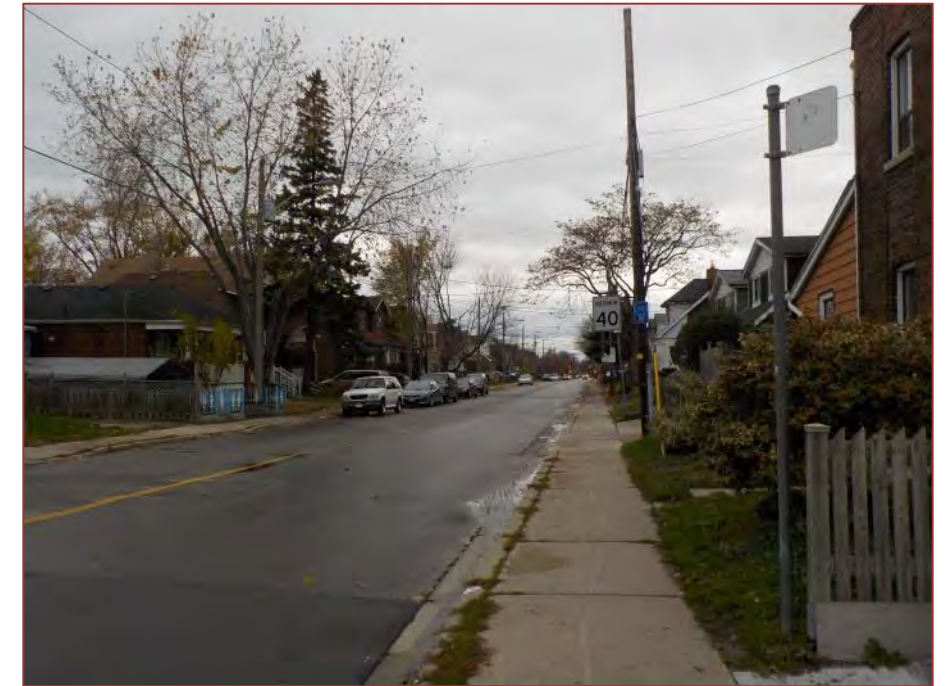


Image 40: Main Street (looking south)



Image 41: Gatwick Avenue, view of vicinity of pre-1868 structures no longer extant (looking northeast)



Image 42: West Lake Avenue (looking north)



Image 43: Parking lot along Danforth Avenue (looking southeast)

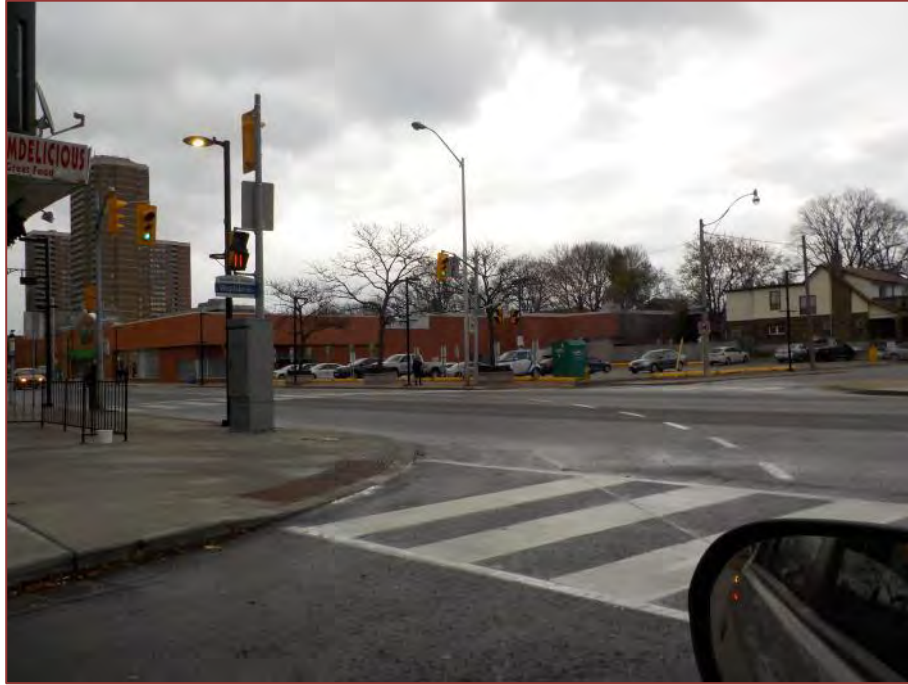


Image 44: Playing field (looking northeast)

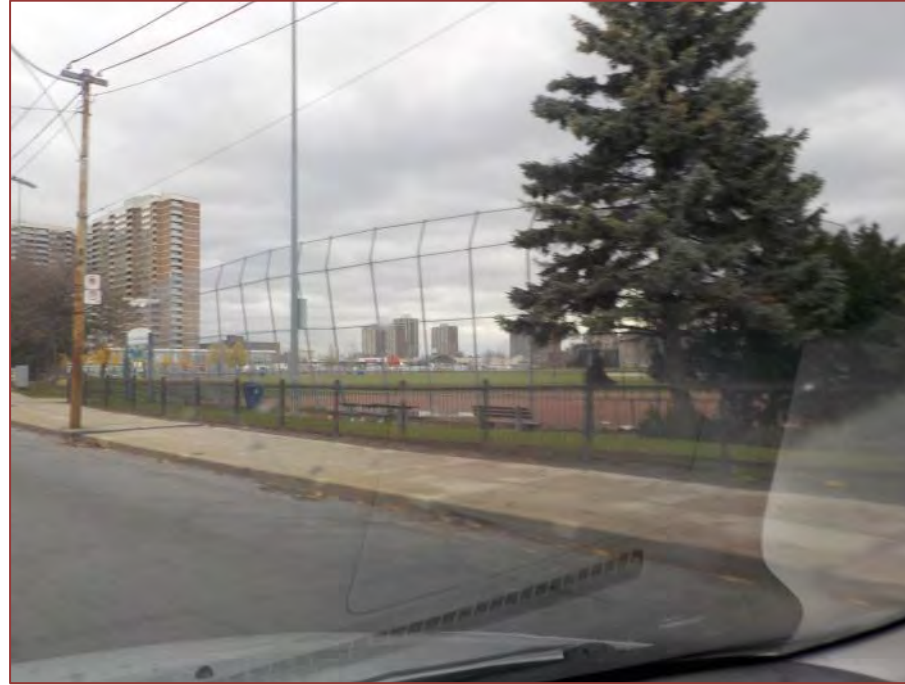


Image 45: Parkland (looking south)



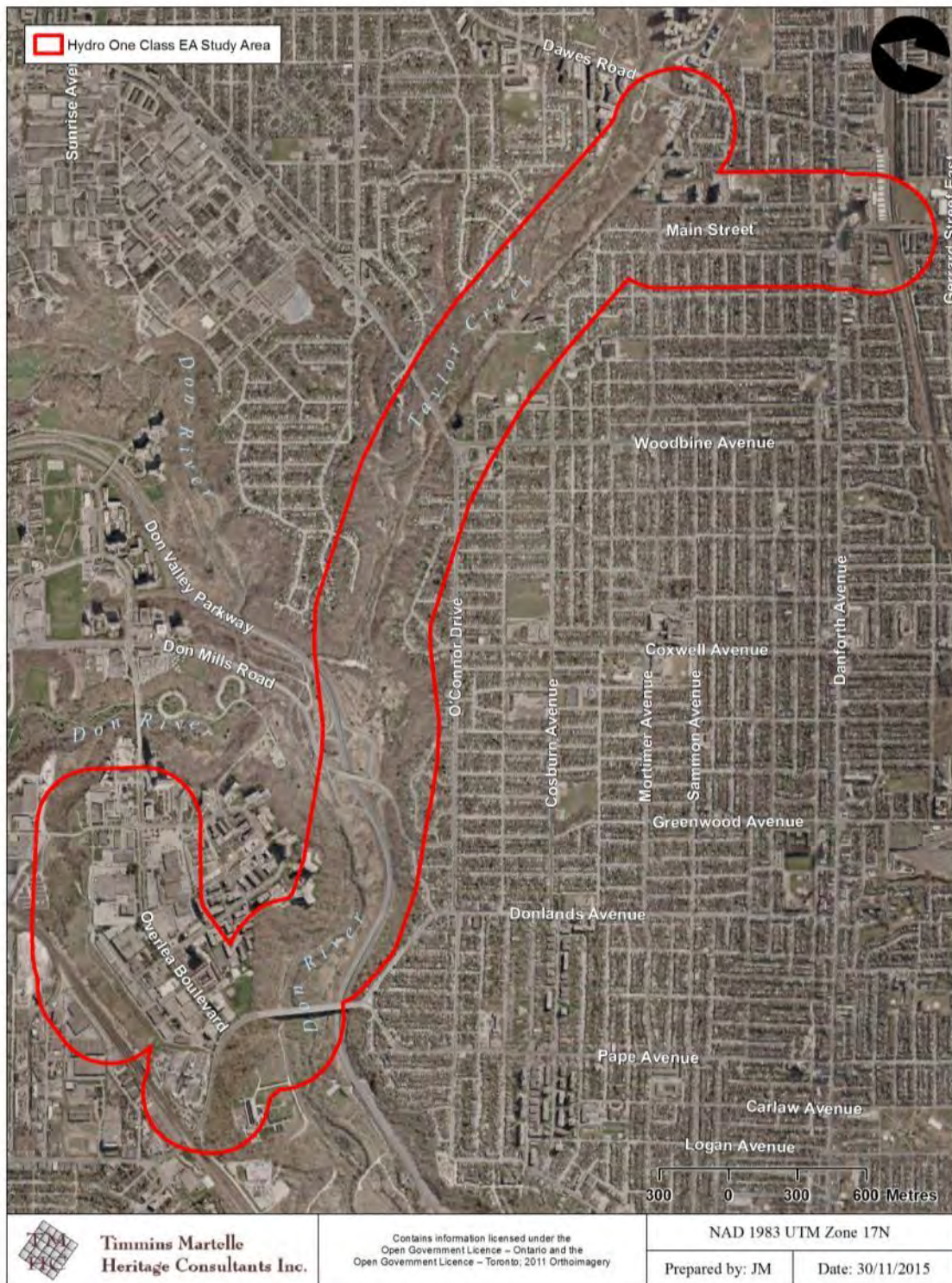
10.0 MAPS





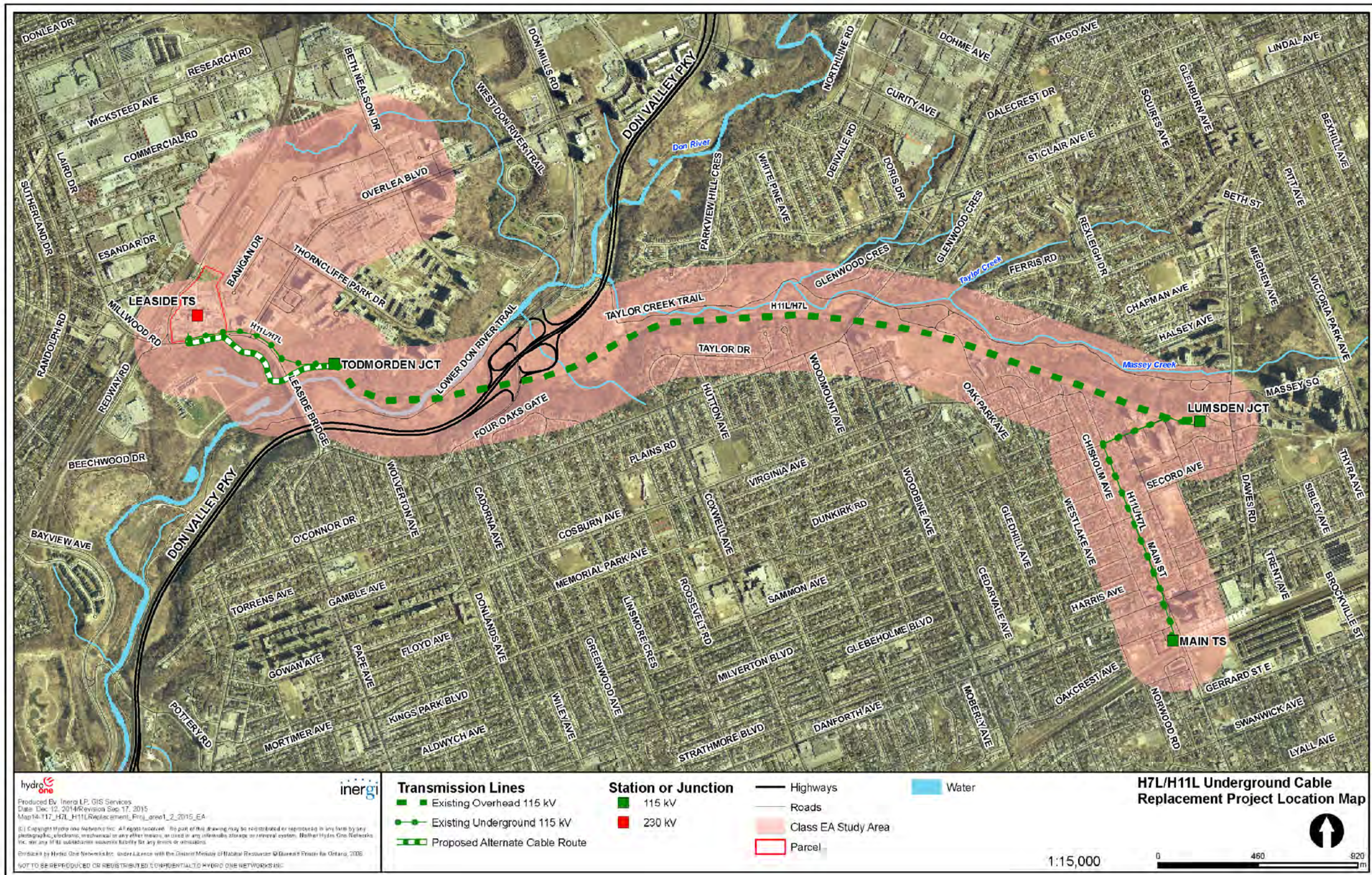
Map 1: Location of the Hydro One Class EA Study Area, Toronto, ON





Map 2: Aerial Photograph Showing the Location of the Hydro One Class EA Study Area, Toronto, ON





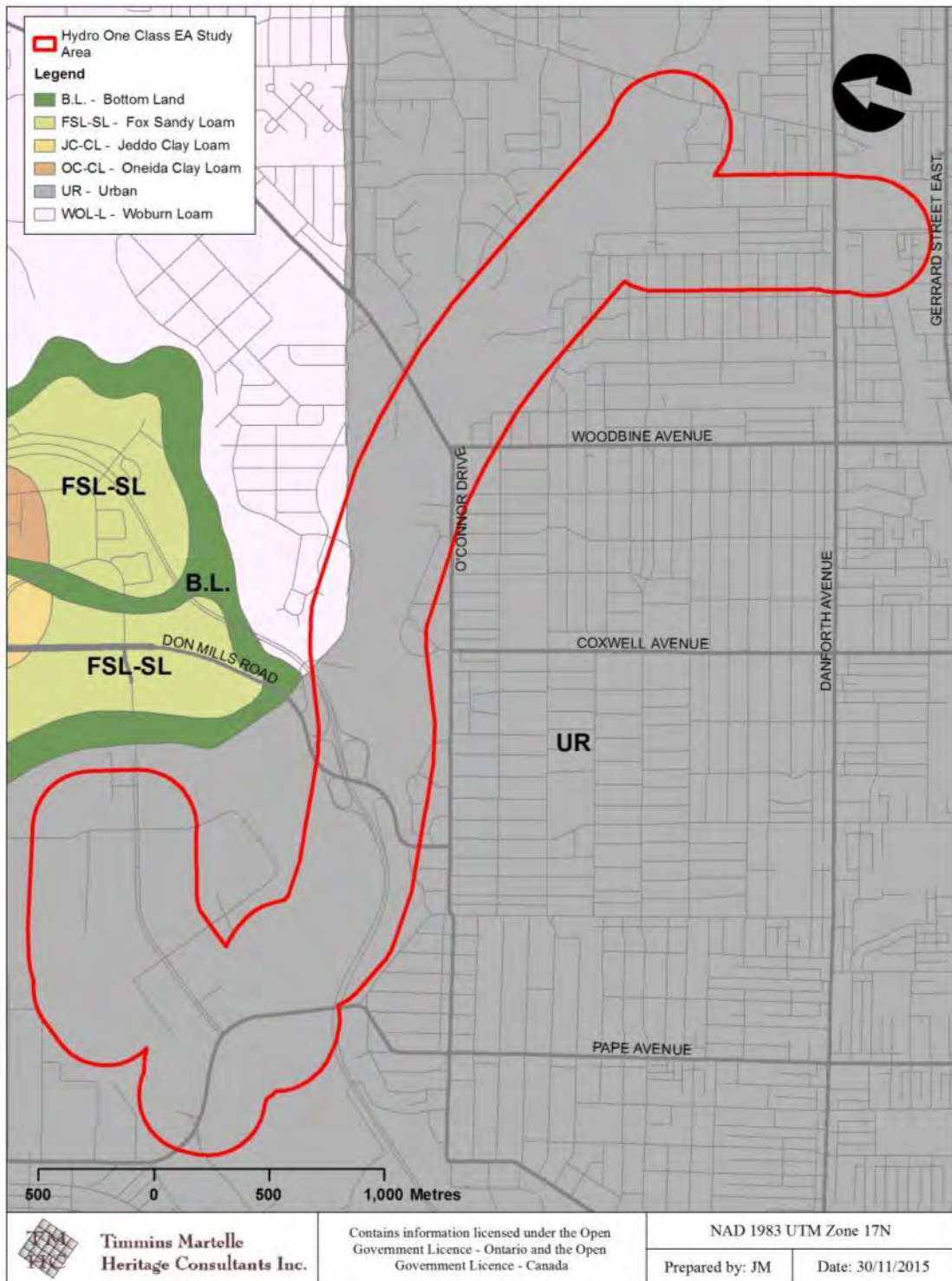
Map 3: Proponent Map





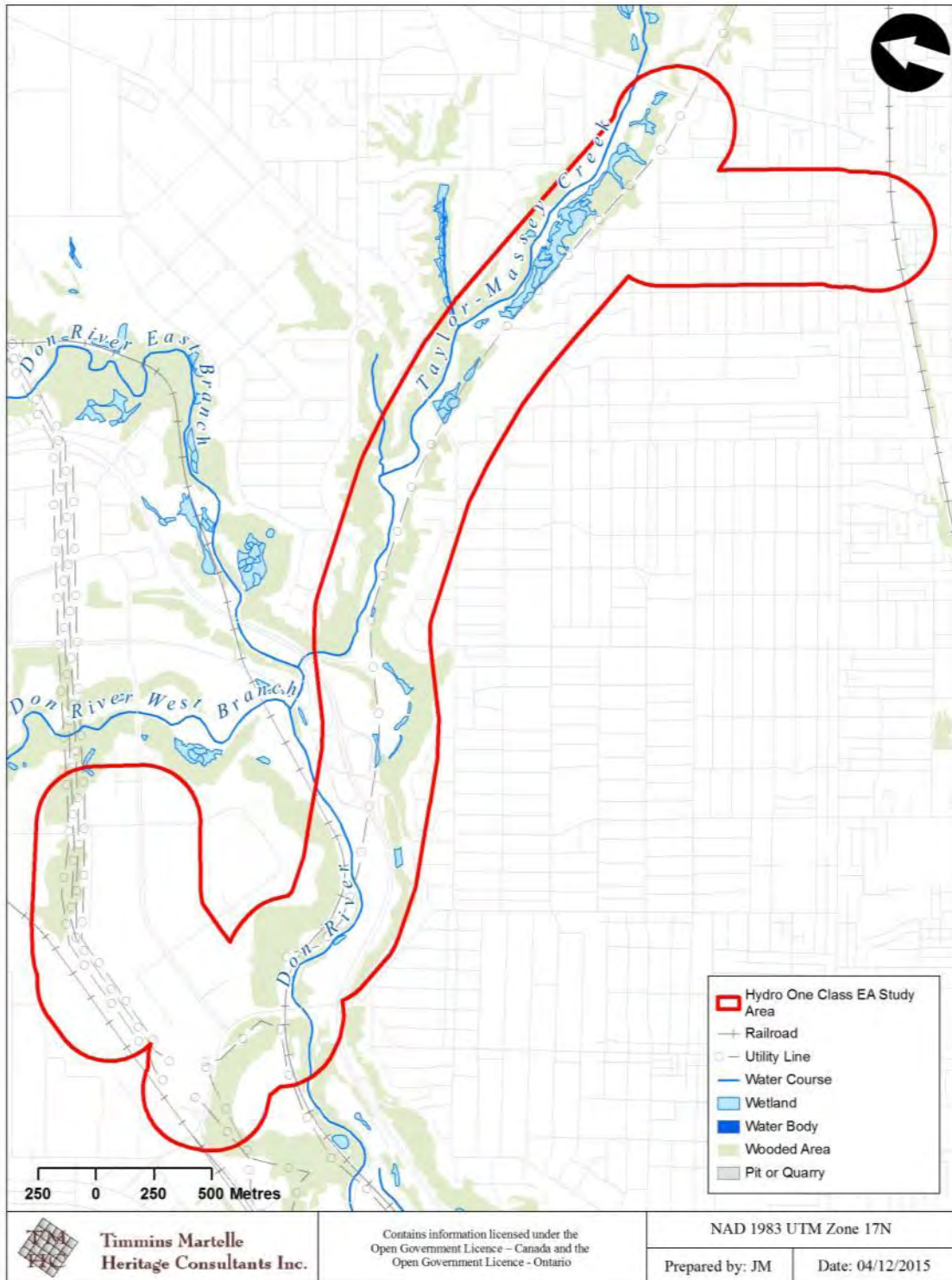
Map 4: Physiography within the Vicinity of the Hydro One Class EA Study Area





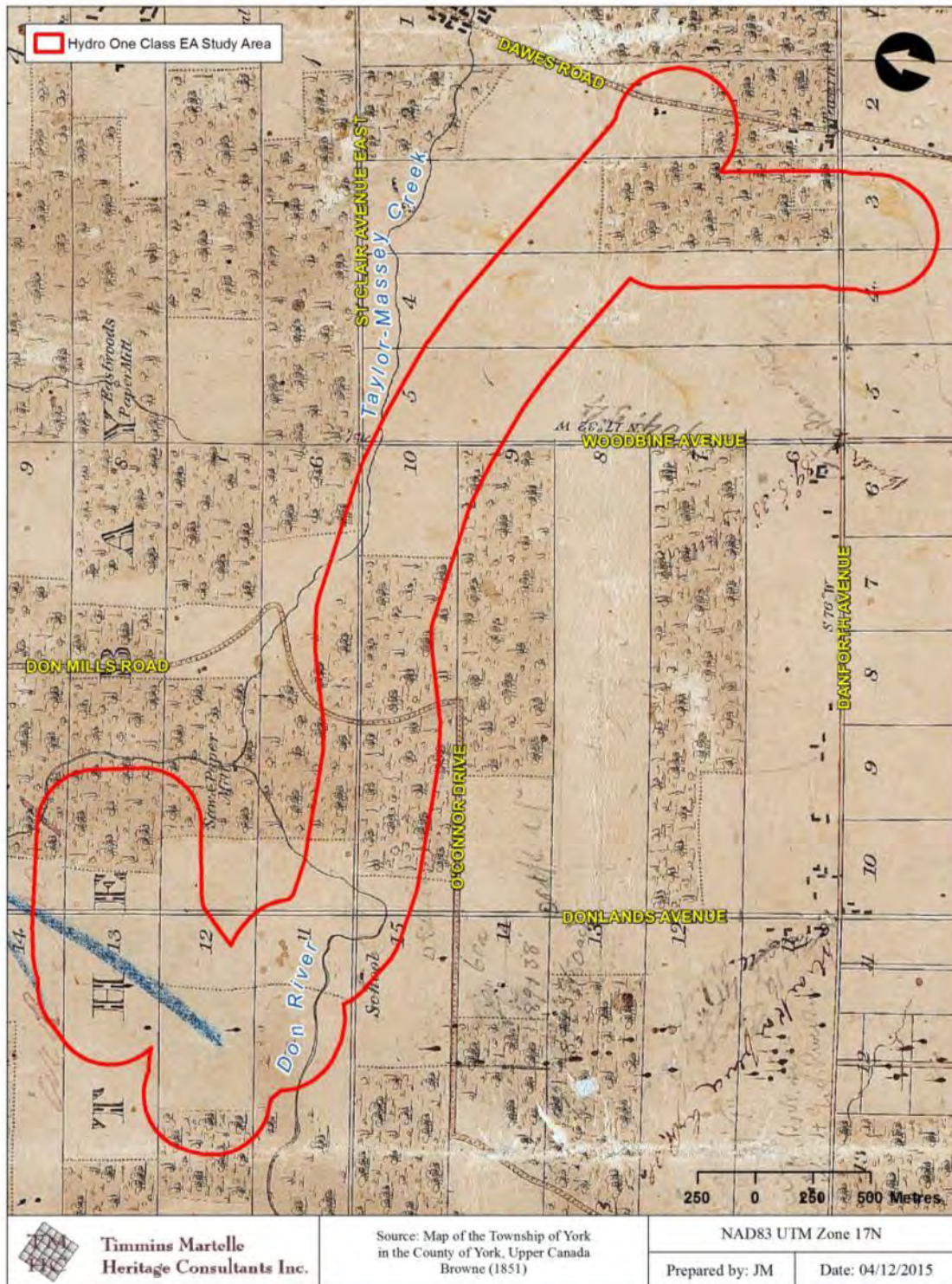
Map 5: Soils within the Vicinity of the Hydro One Class EA Study Area





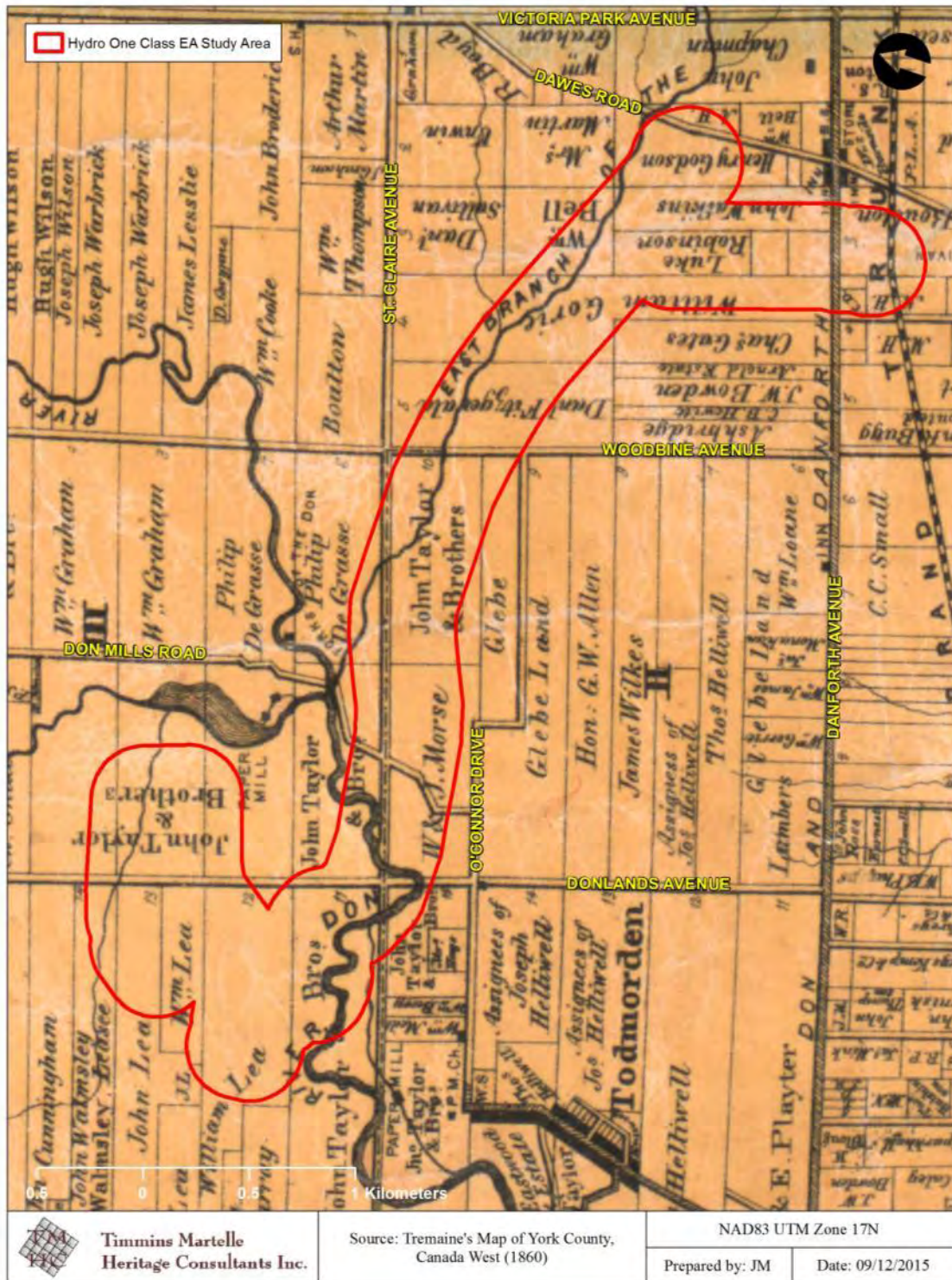
Map 6: Drainage within the Vicinity of the Hydro One Class EA Study Area





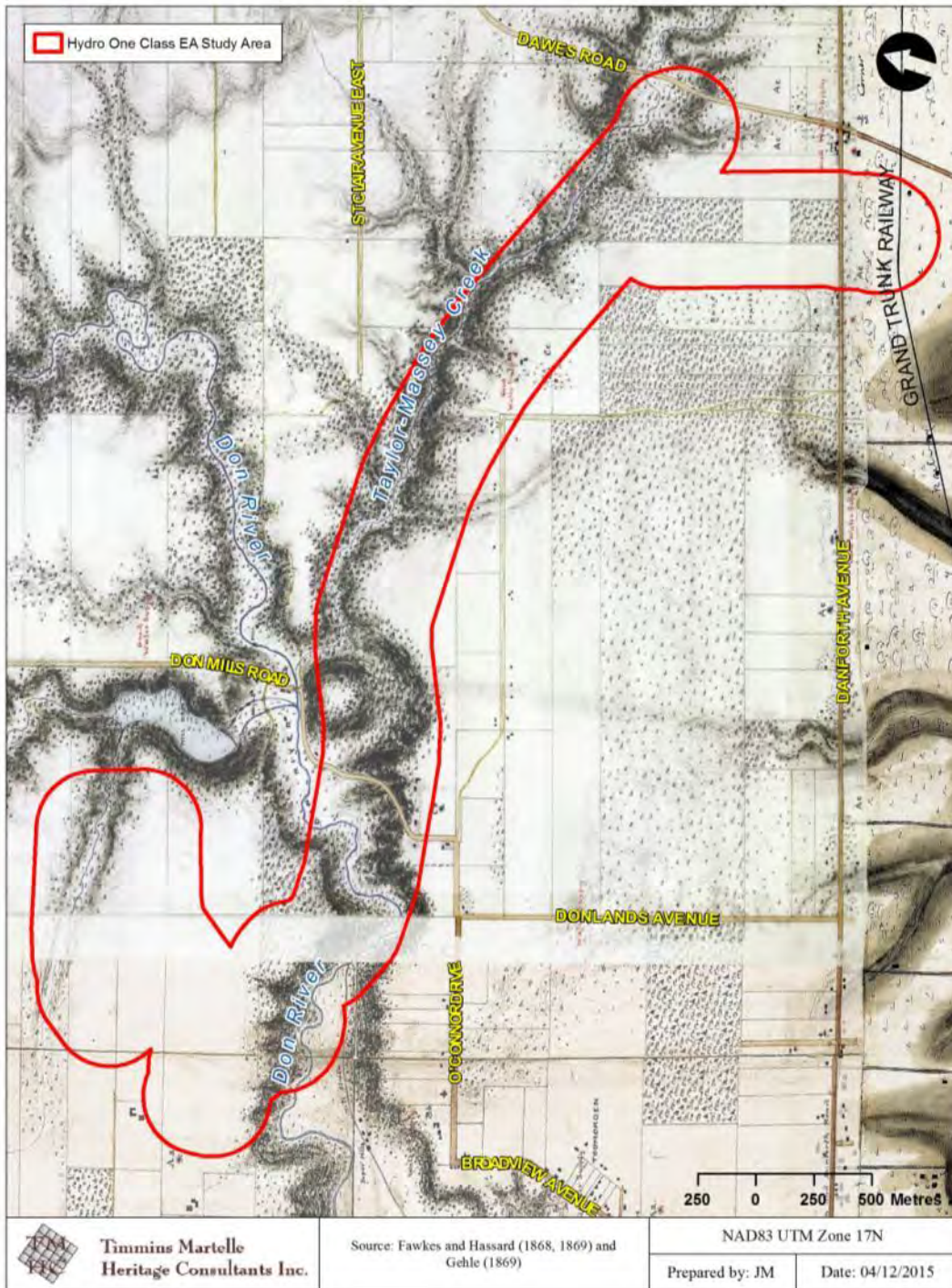
Map 7: Location of the Study Area Shown on the 1851 Township of York, Browne Map





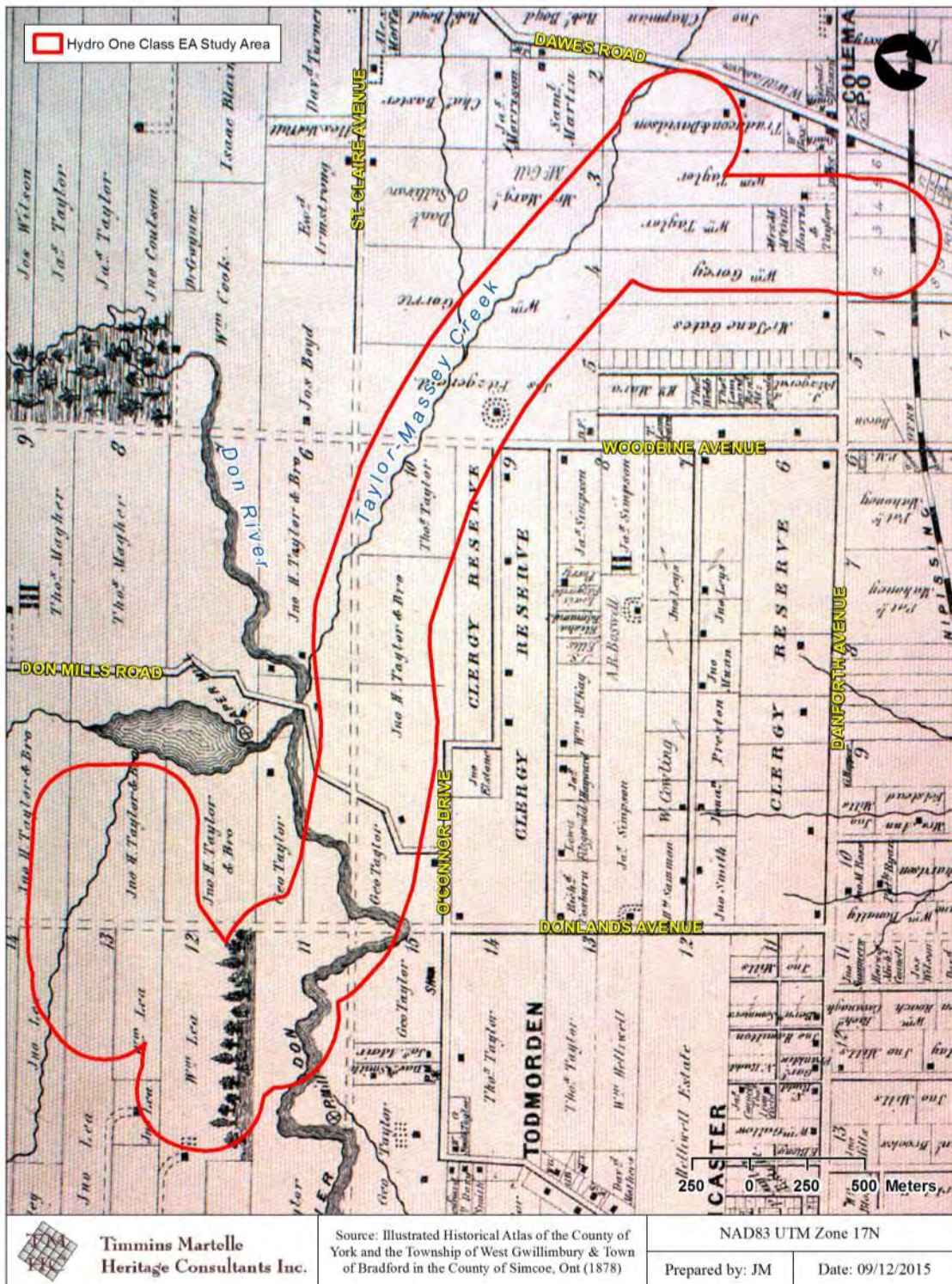
Map 8: Location of the Study Area Shown on the 1860 Township of York, Tremaine Map





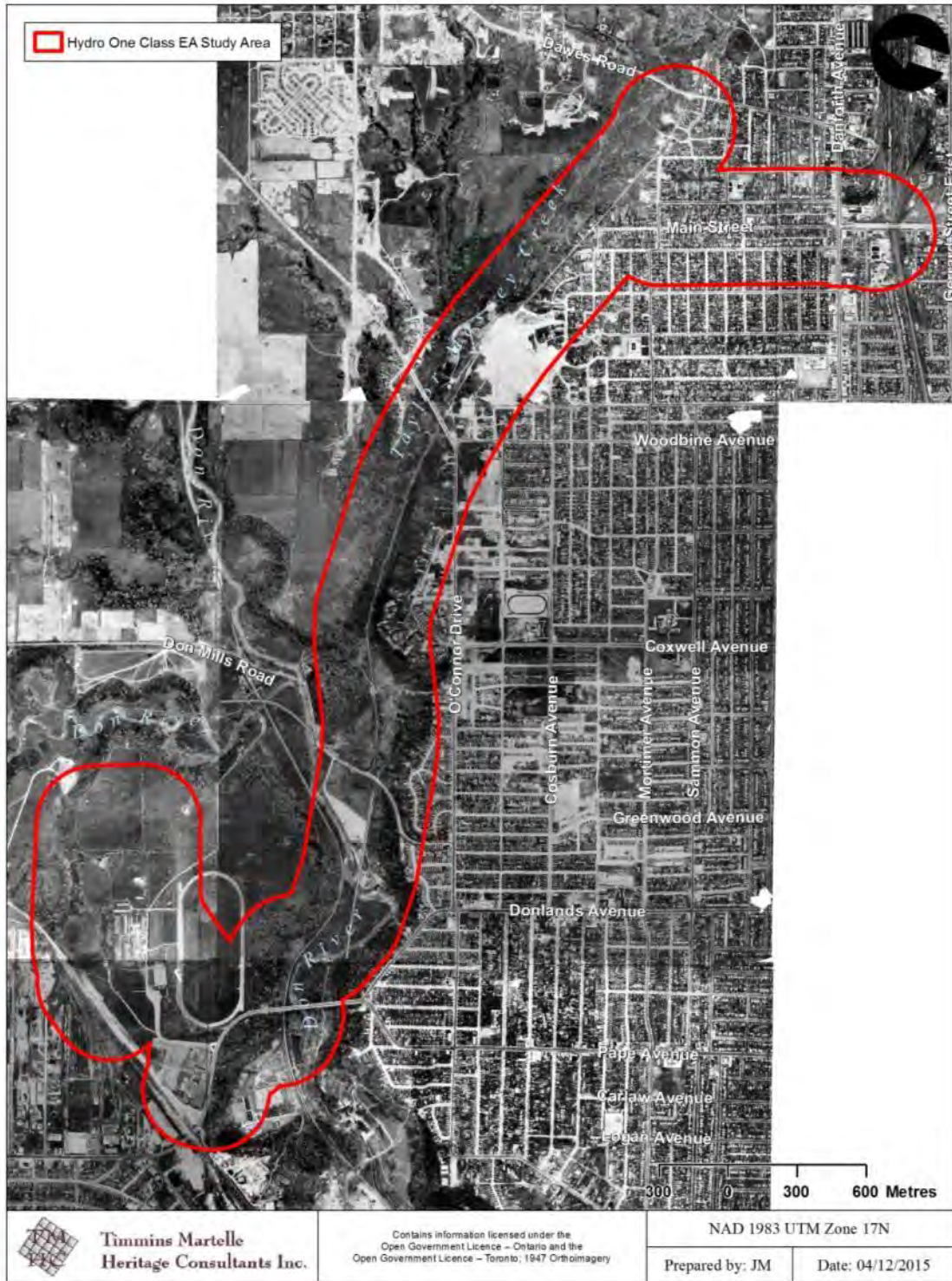
Map 9: Location of the Study Area Shown on the 1868/1869 Township of York, Fawkes, Hassard, and Gehle Map





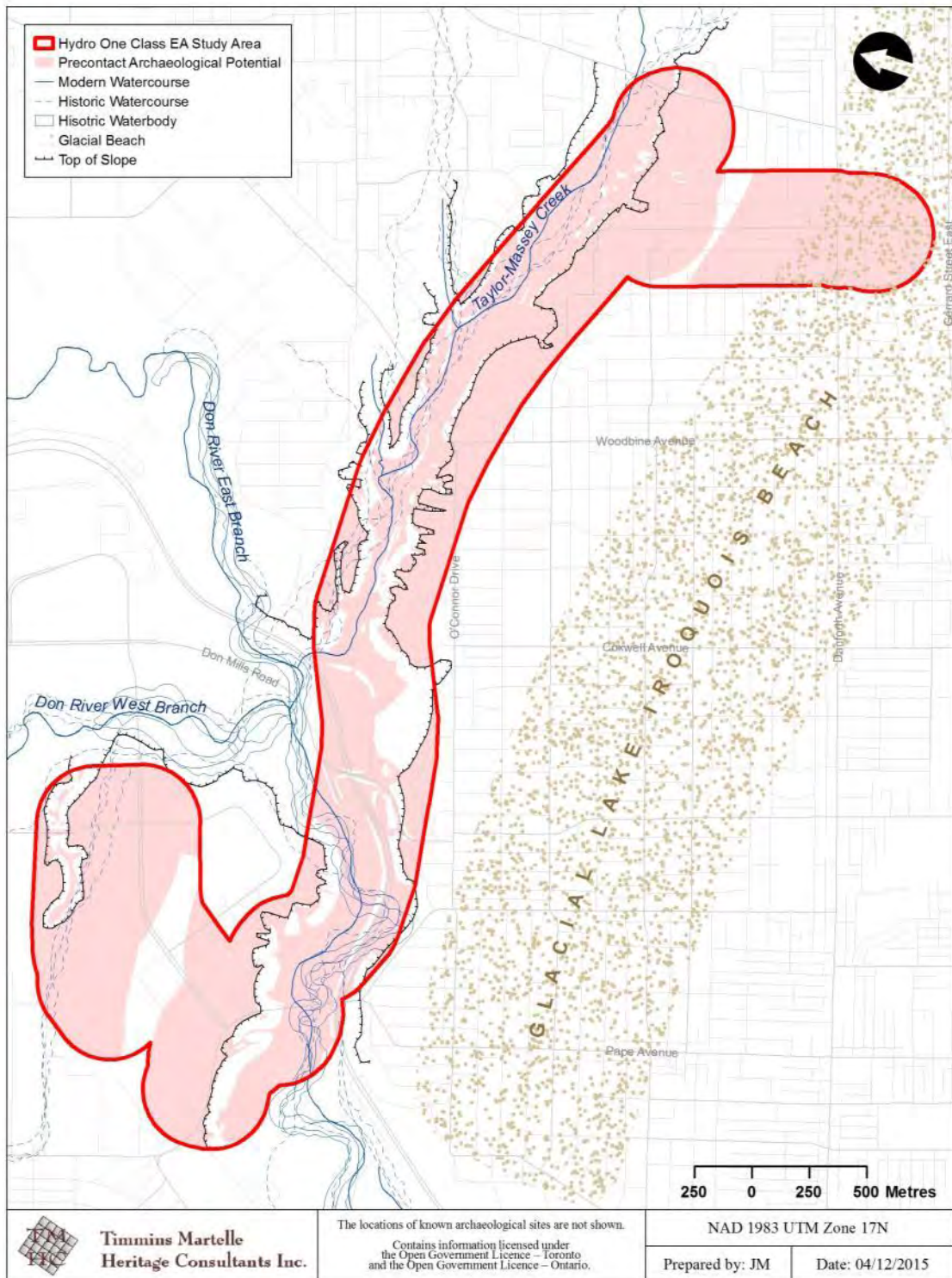
Map 10: Location of the Study Area Shown on the 1878 Township of York, Miles & Co.





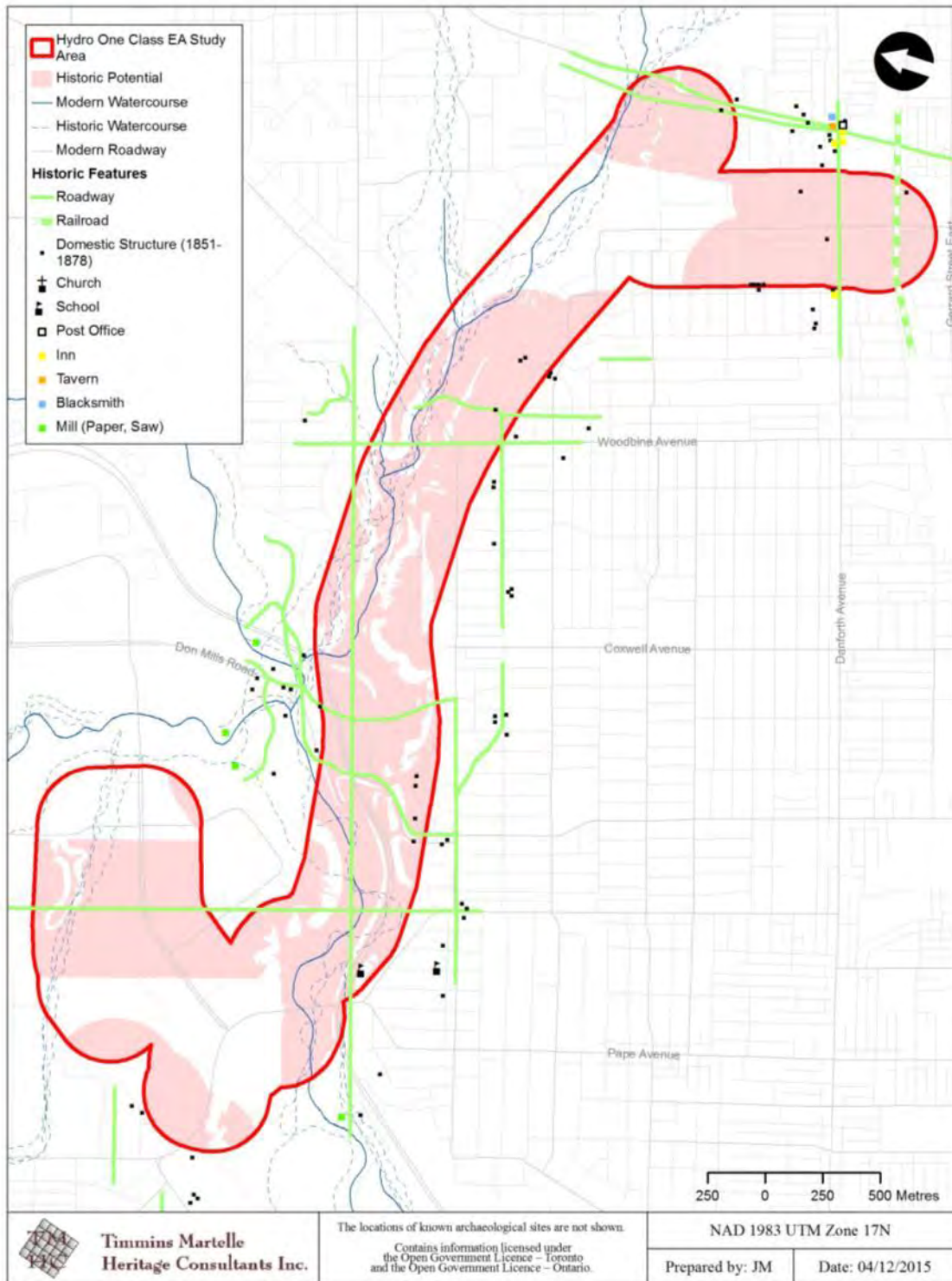
Map 11: Study Area Overlaid on 1947 Aerial Photograph, City of Toronto





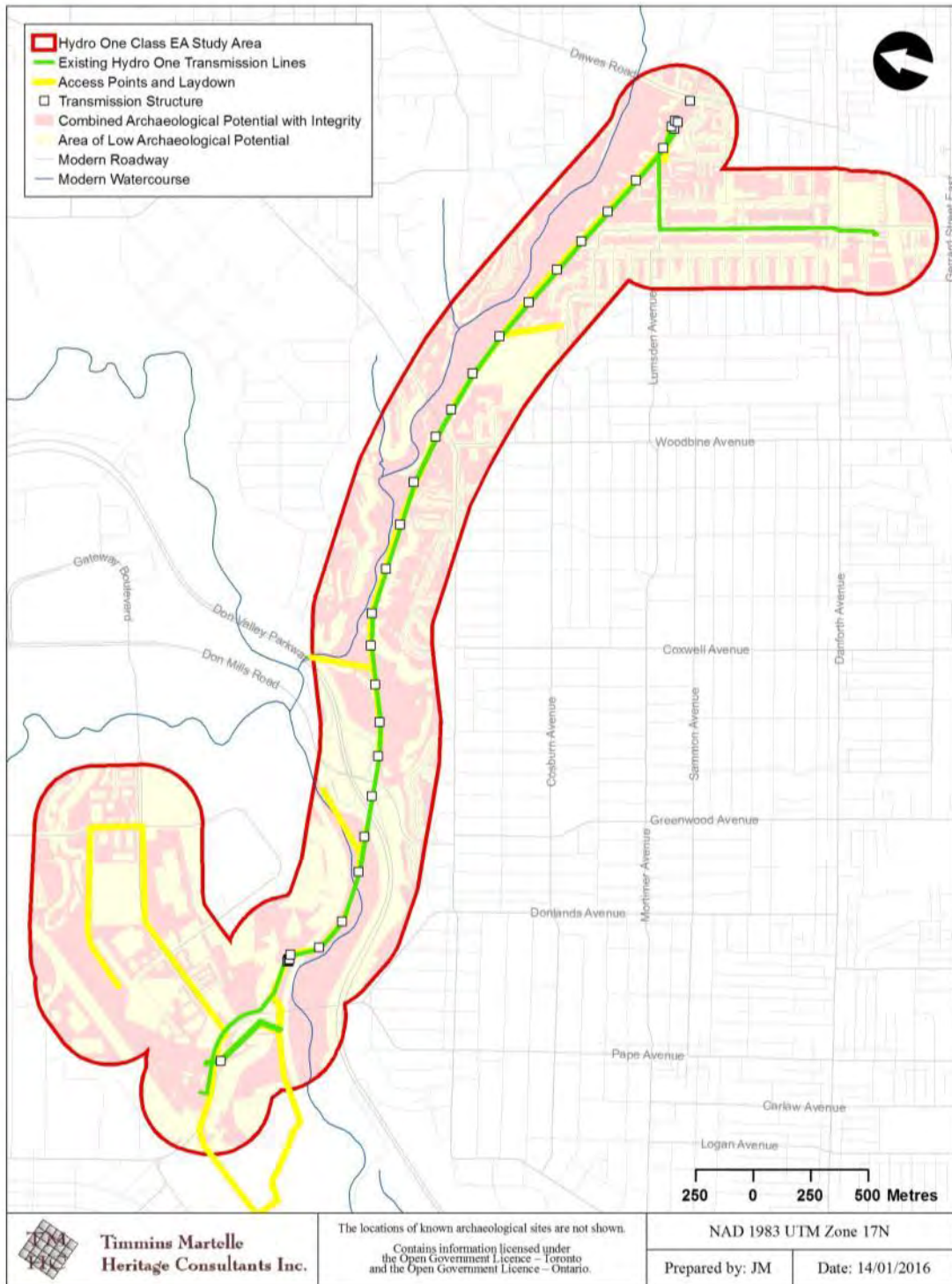
Map 12: Pre-Contact Archaeological Potential Within the Hydro One Class EA Study Area





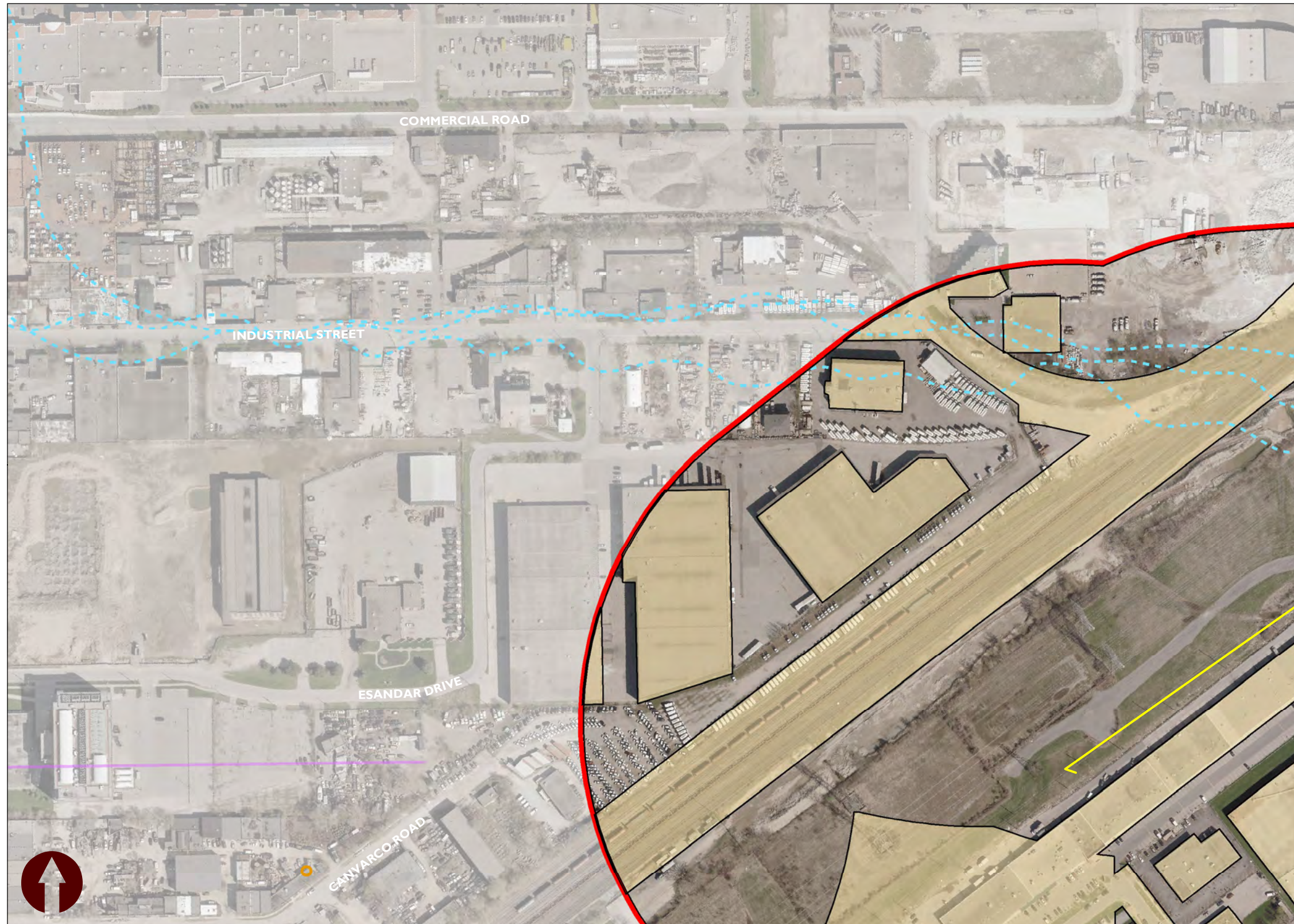
Map 13: Euro-Canadian Archaeological Potential Within the Hydro One Class EA Study Area





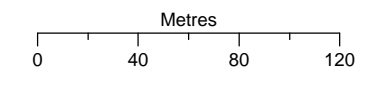
Map 14: Composite Archaeological Potential Within the Hydro One Class EA Study Area (Pre-contact and Euro-Canadian Potential with Integrity)





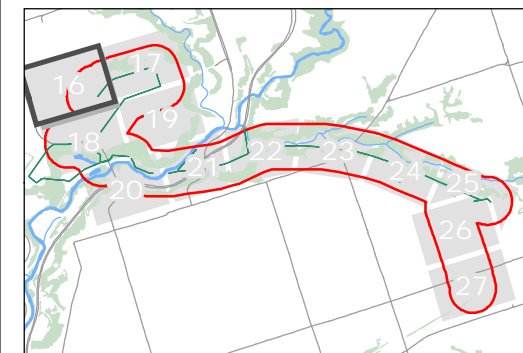
Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

- Hydro One Class EA Study Area
- Access Routes and Laydown
- Existing Hydro One Transmission Lines
- X Transmission Structure
- ② Report Photo/Image Location & Orientation
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Recommended for Stage 2 Assessment
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- Historic Watercourse
- Top of River Valley
- Steeply Sloping Terrain (>20°)
- Historic Structures**
- Post Office
- School
- ◆ Blacksmith
- ◼ Mill (Paper, Saw)
- Inn
- Store
- Tavern
- Pre-1851 Domestic Structure
- Pre-1860 Domestic Structure
- Pre-1868 Domestic Structure
- Pre-1878 Domestic Structure
- Historic Roadway
- Historic Railway



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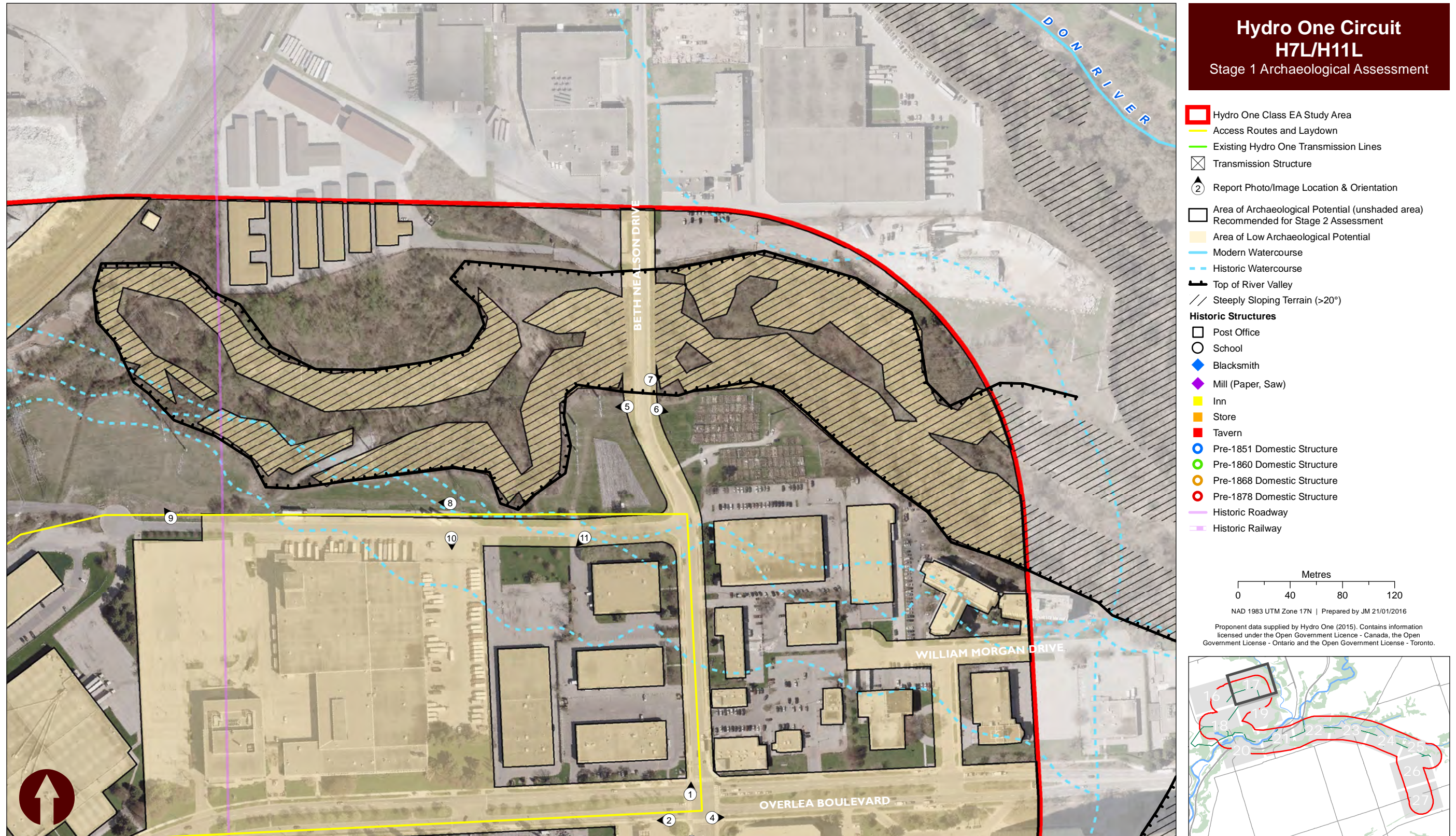
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Map 15: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

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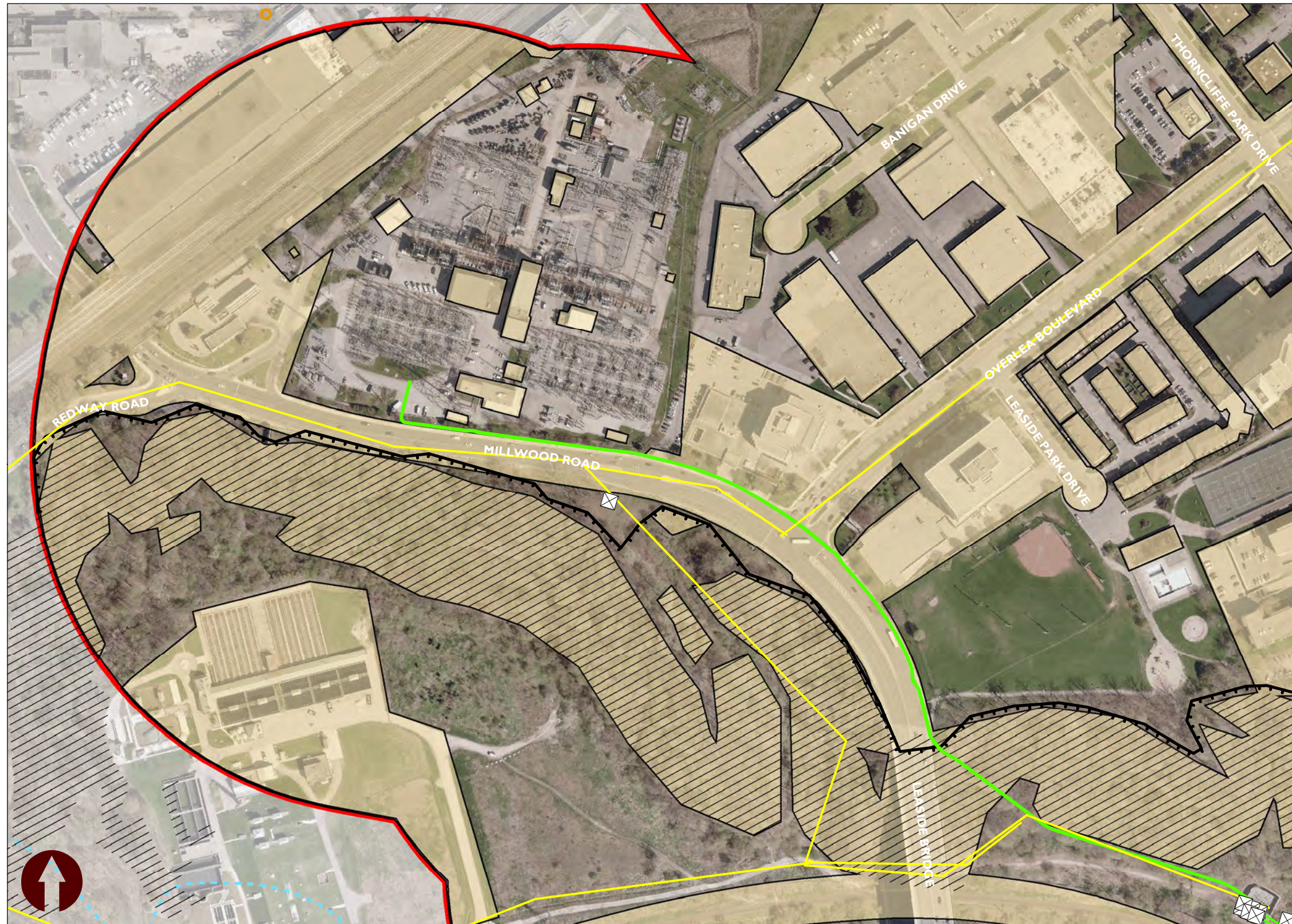




Map 16: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

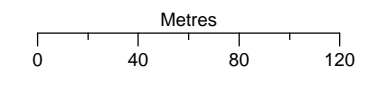
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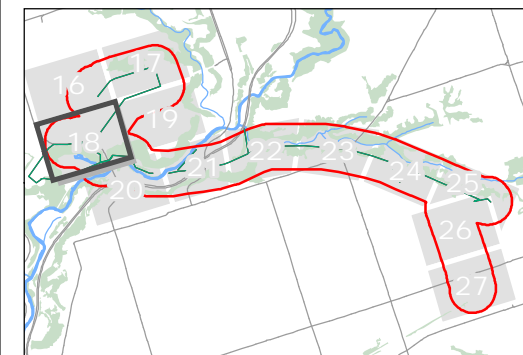


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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- Pre-1868 Domestic Structure
- Pre-1878 Domestic Structure
- Historic Roadway
- Historic Railway



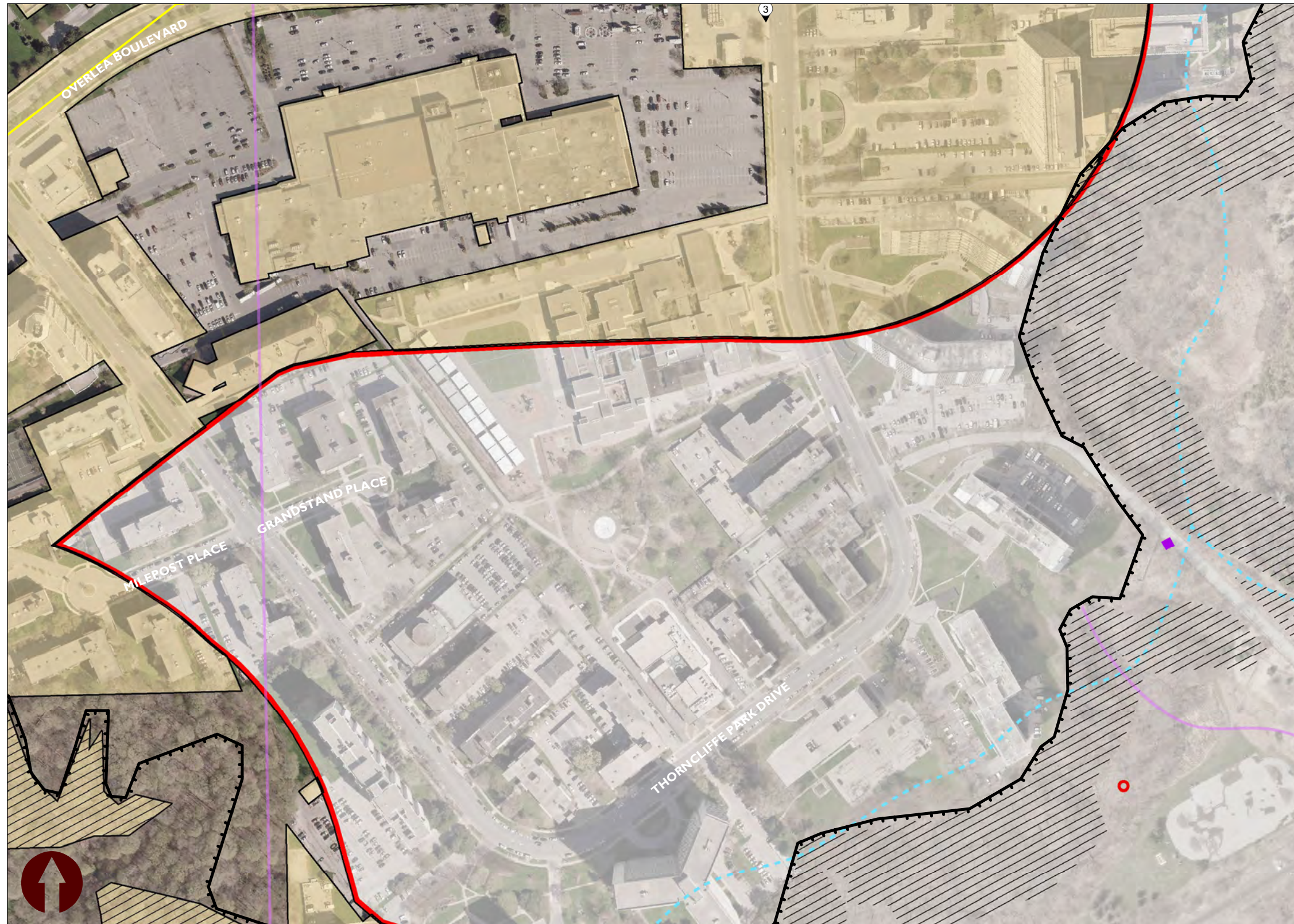
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Map 17: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

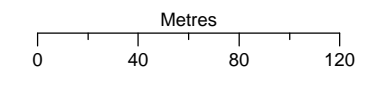
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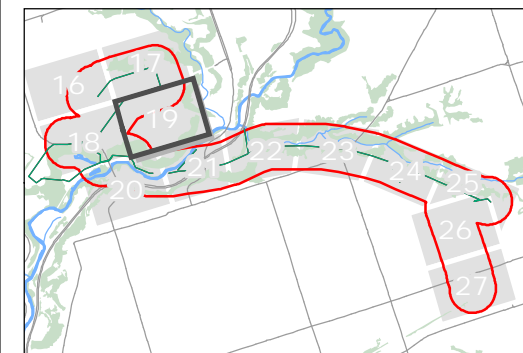


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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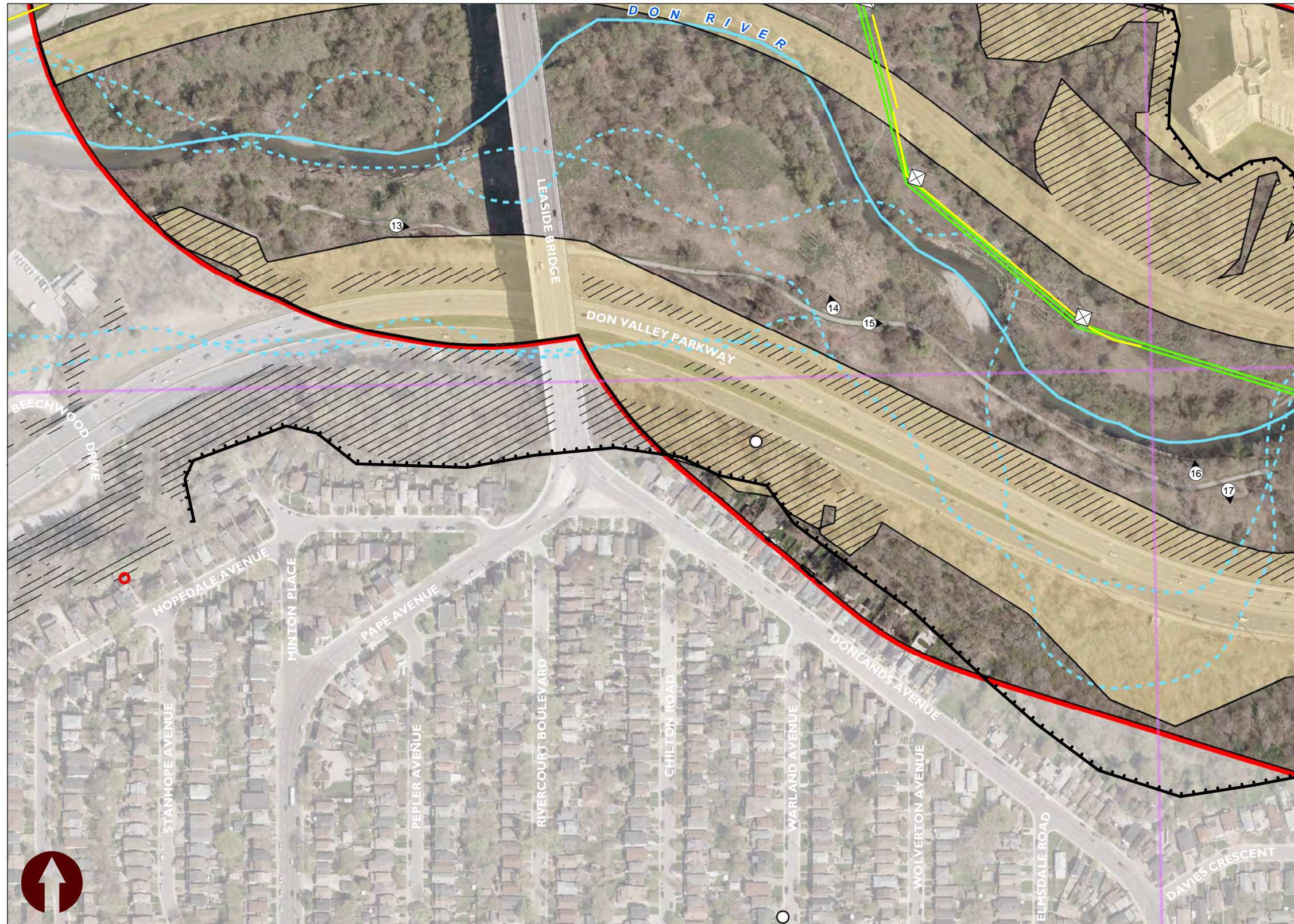
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Map 18: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

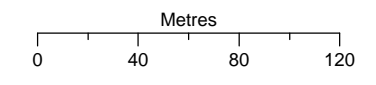
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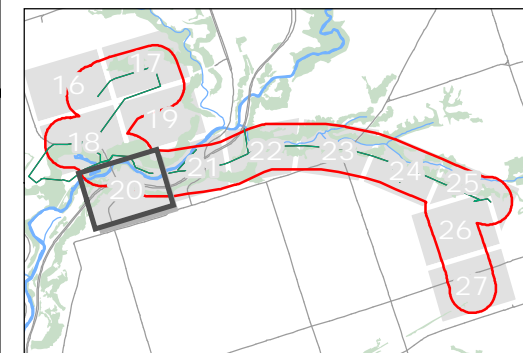


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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- Existing Hydro One Transmission Lines
- Transmission Structure
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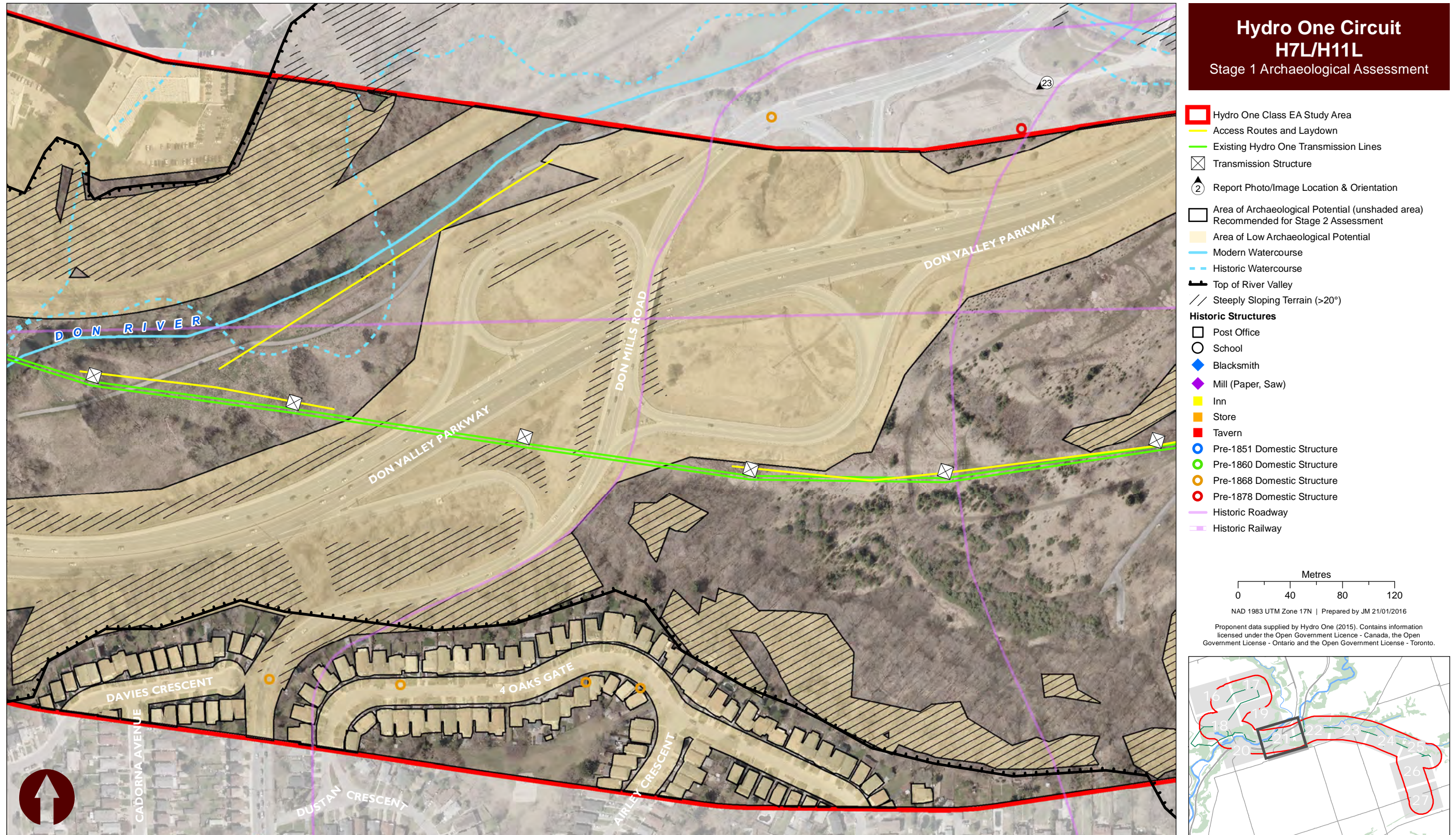
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Map 19: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

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Map 20: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

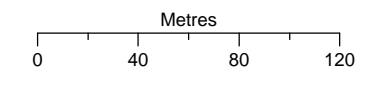
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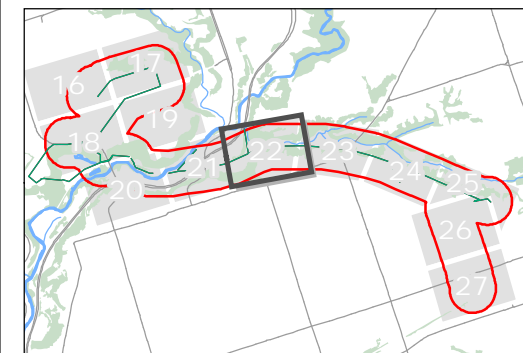


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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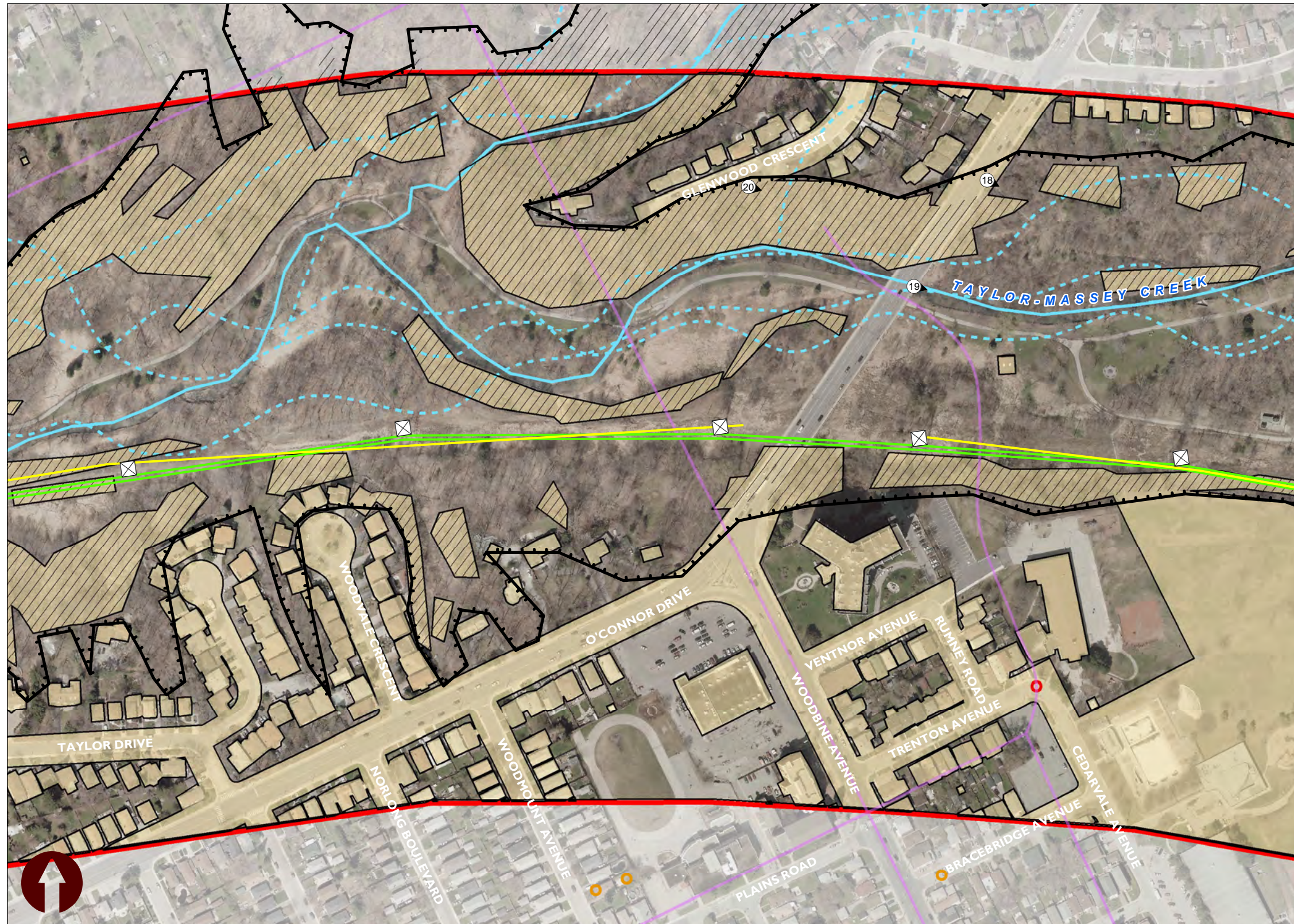
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Map 21: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

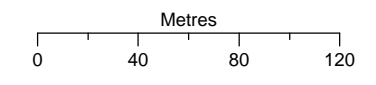
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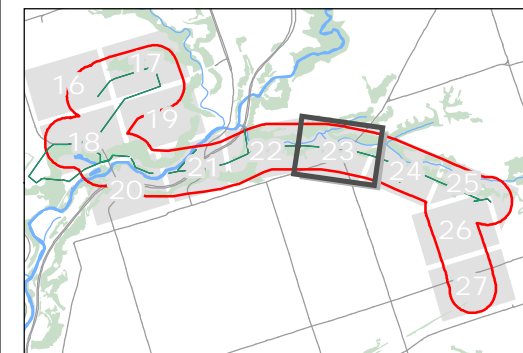


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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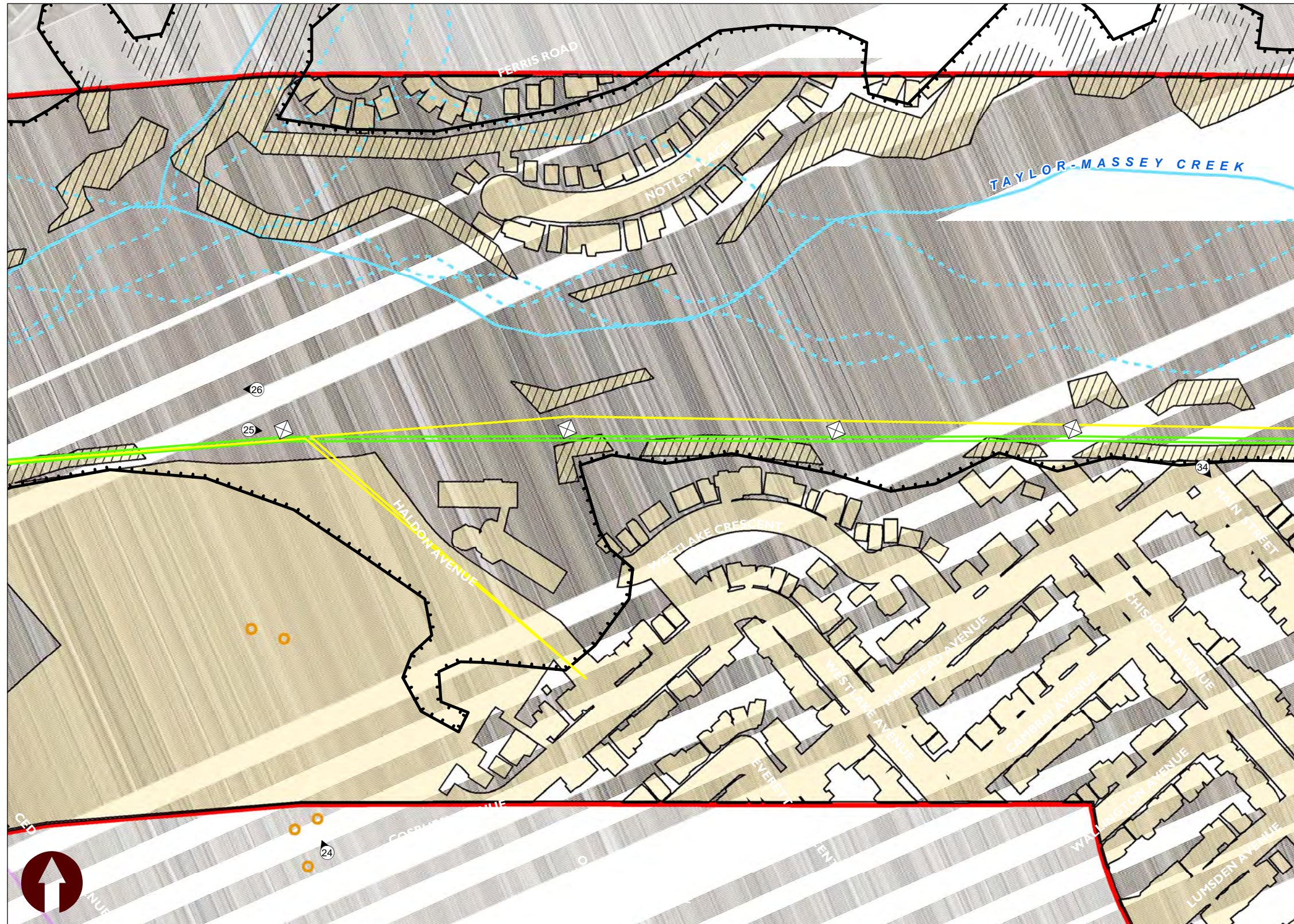
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Map 22: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

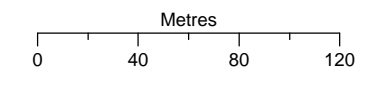
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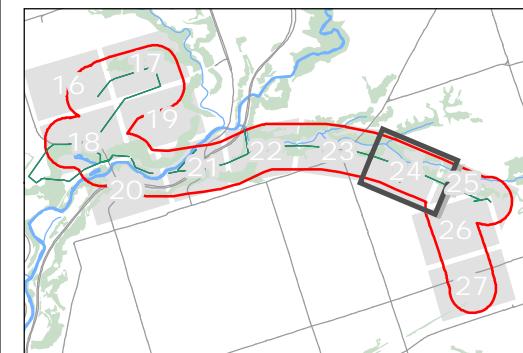


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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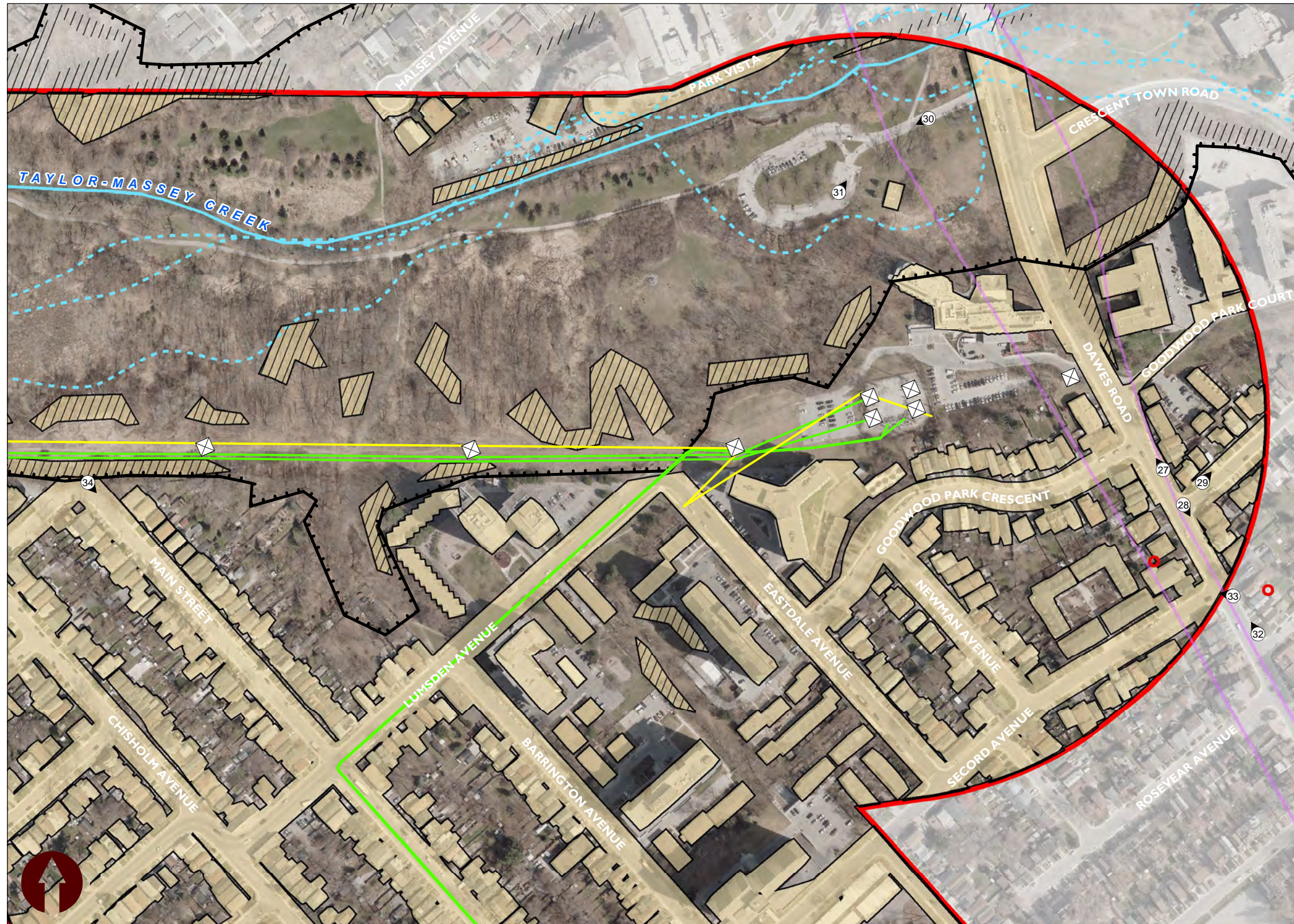
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Map 23: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

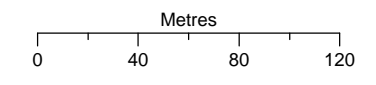
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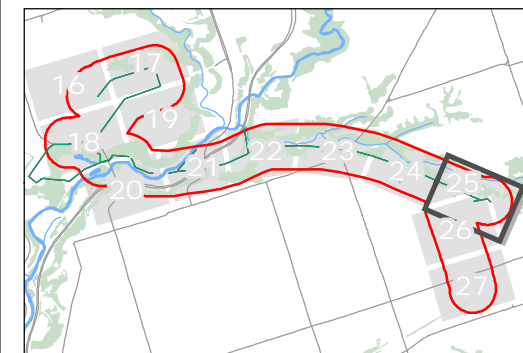


Hydro One Circuit H7L/H11L Stage 1 Archaeological Assessment

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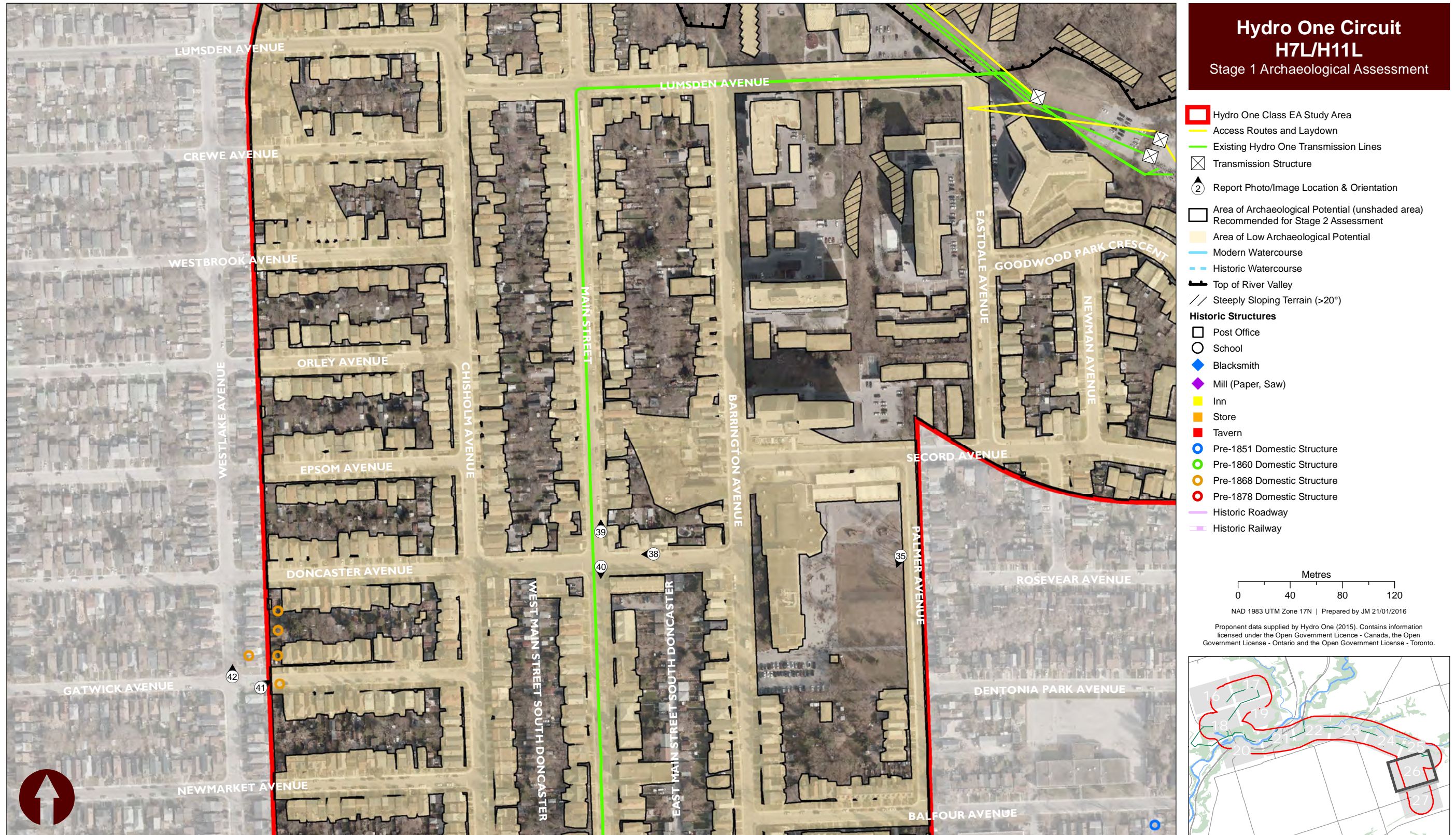
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Map 24: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

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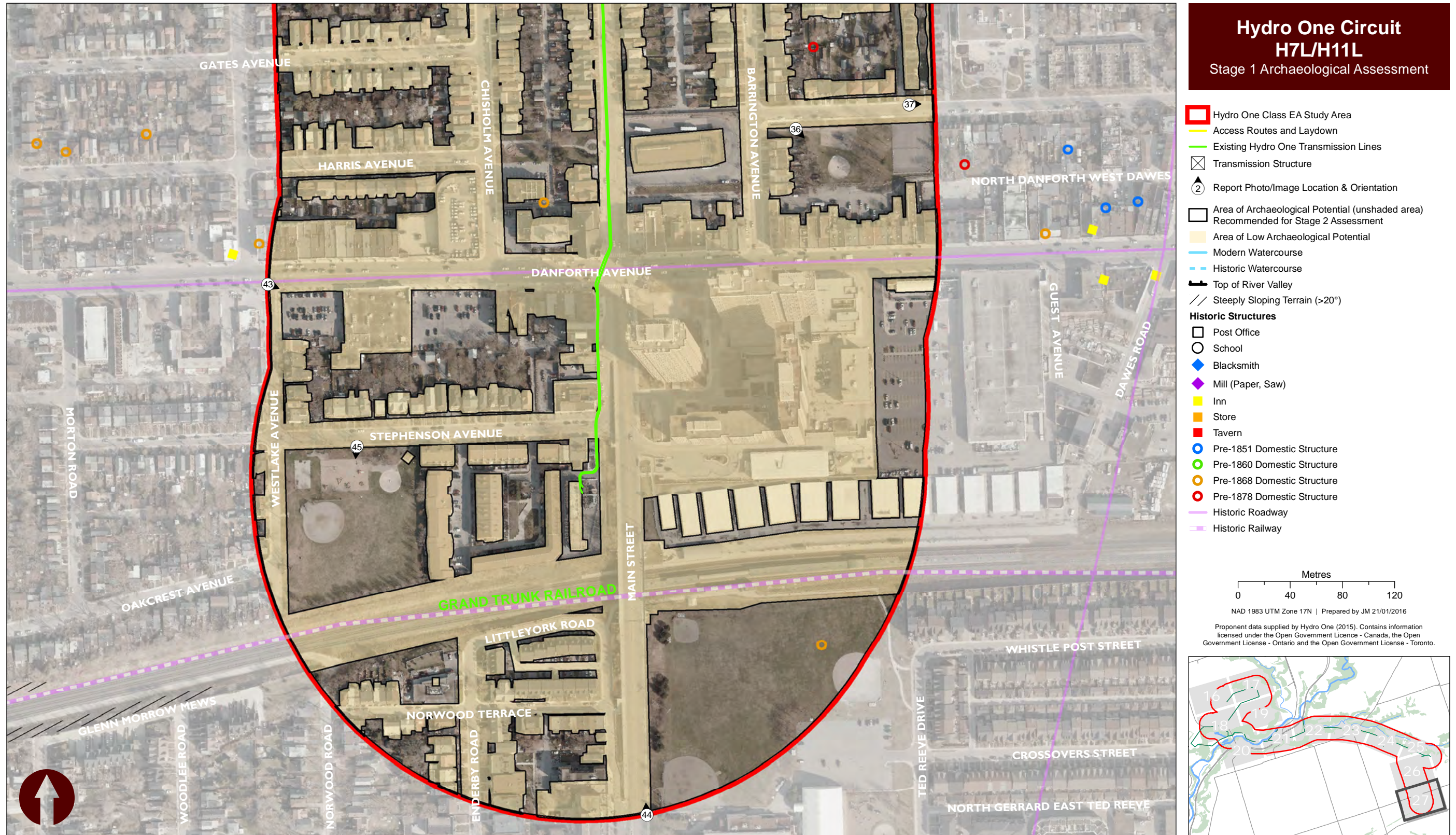




Map 25: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

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Map 26: Stage 1 Field Review Results with Photographic Locations and Areas of Composite Archaeological Potential with Integrity

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APPENDIX B2

STAGE 2 ARCHAEOLOGICAL ASSESSMENT MEMORANDUM



June 21, 2016

Paul Dalmazzi

Hydro One
483 Bay St., 14th Floor, North Tower
Toronto, ON M5G 2P5

RE: Summary of Leaside x Main Stage 2 Archaeology

This memo is a summary of the Stage 2 archaeological assessment conducted for the Leaside x Main Infrastructure Refurbishment Project conducted in Toronto, Ontario, by Timmins Martelle Heritage Consultants Inc. (TMHC). Draft mapping of the results are included with this memo for review purposes.

The Stage 2 archaeological assessment was conducted on Thursday, June 17th, 2016, in hot and sunny weather conditions. No conditions were encountered that would impact the identification and recovery of archaeological resources. A representative from Mississaugas of the New Credit First Nation was onsite during the majority of the fieldwork, and the community representative reviewed the results of any work that was conducted without the presence of the community representative. In addition, Matthew Beaudoin was onsite during the Toronto Regional Conservation Authority's (TRCA) assessment of their lands, which encompass the Todmurden Junction project area. The TRCA methods met MTCS standards, there was no concern with the work completed, and TMHC is in agreement with their recommendations.

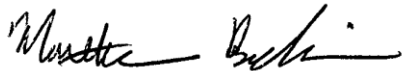
For the Leaside Transmission Station project area, the area is divided into the southern branch which follows an existing laneway and a northern branch which travels up the base of a ravine and climbs a steep slope to meet Millwood Road. For the southern branch, the southeastern side of the laneway was extensively disturbed by the existing buried utility and the fence for the rail corridor. This area was photodocumented. The northwestern side of the laneway was test pitted at a five metre interval. The test pits contained roughly 20cm of brown sandy topsoil over orange sandy subsoil. For the northern branch, the base of the ravine was low lying and wet, and was photodocumented. The lands fronting Millwood Road were relatively level and were bounded to the southeast by a steep slope (>20°). The level lands were test pitted at a five metre interval and contained similar soils to those found in the southern branch. No archaeological materials were noted during the assessment of the Leaside Transmission Station project area and it should be considered free of archaeological concern.

For the Lumsden Junction project area, the majority of the manicured lawns were test pitted at a five metre interval. The test pits contained roughly 25cm of sandy brown topsoil over sandy yellow/orange subsoil. The station proper, delineated by the existing fence, paved parking lot, paved driveway, and location of the existing buried utilities, delineated by the utility locates,

were all considered extensively disturbed and were photodocumented. In addition, the lands in the western portion of the project area were steeply sloped ($>20^\circ$) and were photodocumented. No archaeological materials were noted during the assessment of the Lumsden Junction project area and it should be considered free of archaeological concern.

In summary, TMHC assessed all of the lands requiring a Stage 2 archaeological assessment within the Leaside Transfer Station and Lumsden Junction project areas. No archaeological materials were identified during the archaeological assessment and the project areas should be considered free of archaeological concern. A formal Stage 2 report is currently in production and is forthcoming. It should be noted that these recommendations are contingent on the Ministry of Tourism, Culture and Sport's acceptance of the report. Also, if the project area changes to encompass areas that have not been subject to archaeological assessment these areas will require testing.

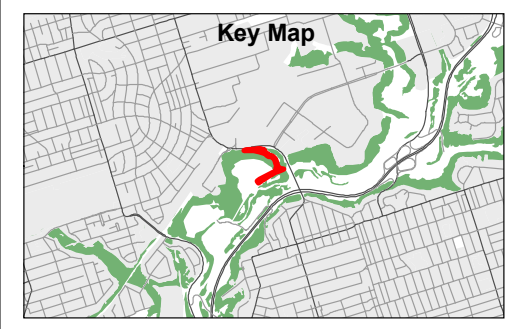
Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Beaudoin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Matthew Beaudoin, Ph.D.
Manager of Archaeological Assessments



- Subject Property
- Report Photo/Image Location & Orientation
- Areas of Archaeological Potential**
 - Woodlot, Scrubland (Test Pit Survey, 5m Interval)
- Areas of Low Archaeological Potential**
 - Path (Disturbed, Photo-Documented)
 - Low Lying and Wet
 - Steeply Sloped (Slope >20°)



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Coordinate System:
NAD 1983 UTM Zone 17N

Date: 21/06/2016 Prepared By: MC

Map X: Stage 2 Field Conditions and Assessment Methods

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Map X: Stage 2 Field Conditions and Assessment Methods

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APPENDIX B3

BUILT HERITAGE RESOURCE BACKGROUND REVIEW

**Built Heritage Resource Background Review,
Technical Memo
Hydro One Networks Inc.
115kV Circuit H7L/H11L
Between Leaside TS,
the Todmorden JCT, Lumsden JCT, and the Main TS,
Located in the Don Valley/Danforth area, Toronto, Ontario**

Submitted to

Hydro One Networks Inc.
483 Bay Street, 6th Floor, Toronto, ON, M5G 2P5

Prepared by



**Timmins Martelle
Heritage Consultants Inc.**

@ the Museum of Ontario Archaeology
1600 Attawandaron Road, London, ON N6G 3M6
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Archaeological License: Tara Jenkins, M.A. P357
Our File: 2015-100

November 2015

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Project Personnel

TMHC would like to thank the following staff members who contributed to this project:

Project Coordinators: Peter Timmins, Ph.D. (P118)
Tara Jenkins, M.A. (P357)

Report Production: Peter Timmins, Ph.D. (P118)
Tara Jenkins, M.A. (P357)

GIS Technician: John Moody, M.A.

Acknowledgements

TMHC would like to acknowledge the assistance of the following individual:

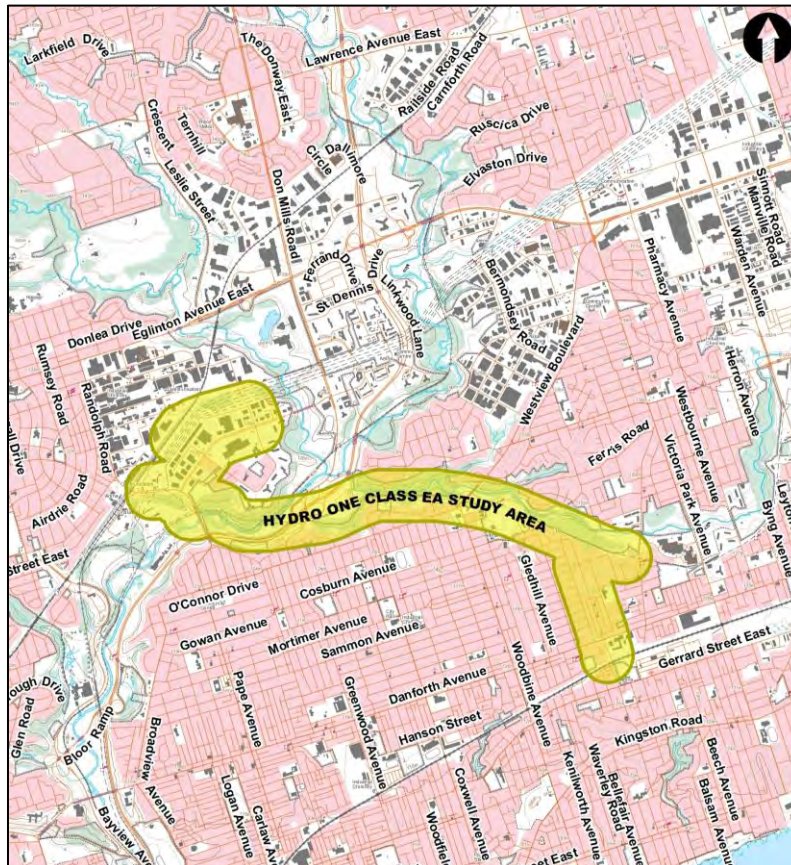
Jennifer Vuong *Environmental Planner, Environmental Engineering &
Project Support*
Hydro One Networks Inc., Toronto, ON



**Built Heritage Resource Background Review
Technical Memo
Hydro One Networks Inc.
115kV Circuit H7L/H11L
Between Leaside TS,
the Todmorden JCT, Lumsden JCT, and the Main TS,
Located in the Don Valley/Danforth area, Toronto, Ontario**

1.0 INTRODUCTION

Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted by Hydro One Networks Inc. to conduct a Built Heritage Resource Background Review for the study area affected by the underground cable replacement and overhead line refurbishment on the existing 115kV circuit H7L/H11L between the Leaside TS, the Todmorden JCT, Lumsden JCT, and the Main TS. This transmission line is located in the Don Valley/Danforth area in downtown Toronto, Ontario. It is understood that the study area encompasses the Class EA Study Area, as indicated on Hydro One mapping (Map 1). This memorandum outlines the methodology and preliminary findings of the desktop data collection and provides a description of further work to be conducted as part of the cultural resource assessment.



Map 1: Location of the Hydro One Class EA Study Area in Toronto, ON

1.1 Purpose and Legislative Context

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Our heritage background review is part of an environmental review which is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement*. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.1 of the *Provincial Policy Statement* (PPS) which states:

Significant built heritage resources and cultural heritage landscapes shall be conserved (OMMAH 2014:290).

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 under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (OMMAH 2014:40).

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources. Built heritage resources are defined as one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

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. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981) state:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic, and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of



visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

The Ministry of Tourism and Culture also published the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (2010). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. The prescribed public bodies to this document include Hydro One Networks Inc. The Standards and Guidelines provide a series of definitions. In this document a built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

Section 5(3)(c) of the *Environmental Assessment Act* stipulates that heritage resources to be affected by a proposed undertaking be identified during the Hydro One environmental screening process. Within the EA process, the purpose of a heritage background review is to determine if there are known cultural heritage resources within the proposed EA study 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.

2.0 RESEARCH METHODS AND SOURCES

The built heritage resource background review considers cultural heritage resources in the context of Hydro One improvements, pursuant to the *Environmental Assessment Act*. This memo provides a report on the above ground built heritage features that have been listed on the City of Toronto’s Inventory of Heritage Properties and/or designated under Part IV of the *Ontario Heritage Act*. This listing includes all potentially affected built heritage features within or in less than 50 m of the Hydro One Class EA Study Area boundary.

A heritage background review was conducted to gather information about known and potential cultural heritage resources within the Class EA Study Area. Background historic research included consultation of secondary source research and historic mapping. This was undertaken to identify early settlement patterns in the study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an



important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

3.0 HISTORICAL CONTEXT AND ENVIRONMENTAL SETTING

This section provides a brief summary of historic research and a description of identified above ground cultural heritage resources that may be affected by the proposed work within the study area. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land-use. Historically, the study area was located in the Township of York South East, County of York. This area is now part of the City of Toronto, Ontario.

3.1 Historic Euro-Canadian and Municipal Settlement

The Hydro One Class EA Study Area is located in the central part of the Geographic Township of York South East. According to the 1851 Browne map of York Township, the study area includes part of Lots 3 and 4, Concession I from the Bay, Lots 2-5, 8-10, and 15, Concession II from the Bay, and Lots 6-9, 11-14 in Concession III from the Bay. A brief discussion of early settlement in the township is provided below, along with a summary of historic land use. This will provide a general context for identifying locations of early historic settlement in the Don Valley/Danforth area.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who wisely followed Aboriginal pathways and set up trading posts at strategic locations along well-travelled river routes. Early transportation routes followed the Aboriginal trails, both along the Lake Ontario shoreline and various creeks and rivers. 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). The land in York Township along both branches of the Don River was acquired by the British from the native Mississauga band under the terms of the Toronto Purchase on September 25, 1787, that released 250,880 acres to the British government.

The Township of York was initially surveyed by Alexander Aitken and Augustus Jones for land granting purposes to Loyalists and disbanded soldiers between 1791 and 1793 (Miles and Co. 1878). The completion of the survey of the entirety of the township did not occur until 1829 (Adam et al. 1885:77-78). Patents were issued as early as 1796. Two years following, the township reportedly had a population of 749 inhabitants. By 1803 there were an estimated 1,109 cultivated acres amongst one grist mill, two taverns and a small number of saw mills. By 1813, all of the township lands had been allocated to settlers with the exception of those lots which remained in either Crown or Clergy



Reserves. By 1820 the township’s population had grown to 1,672 individuals and continued to grow to 2,412 by 1825 (Adam et. al 1885:79-80). In the first 30 years of the township, fine farms were cleared in the rolling and well wooded countryside. Over the next 15 years growth was steady but concentrated in a few areas that saw successful commercial and industrial interest. Nineteenth century historical records indicate that as many as 44 mills (saw, grist and paper) may have existed in the Don River watershed (ASI 2006).

3.2 Review of Historic Mapping

The 1851 Browne *Map of the Township of York in the County of York* (Map 2), the 1860 Tremaine *Map of the County of York, Canada West* (Map 3), and the 1878 Miles and Co. *Illustrated Historical Atlas of the County of York* (Map 4) were reviewed to determine the potential for the presence of cultural heritage, resources within the study area during the 19th century (Table 1). It should be noted, however that not all features of interest were mapped systematically in the Ontario series of historical atlases, given they were financed by subscription and subscribers were given preference with regard to the level of detail provided on the maps. Furthermore, not every feature of interest would have been within the scope of the atlases.

Table 1: Nineteenth Century Property Owner(s) and Historical Features (s) Within Hydro One EA Study Area

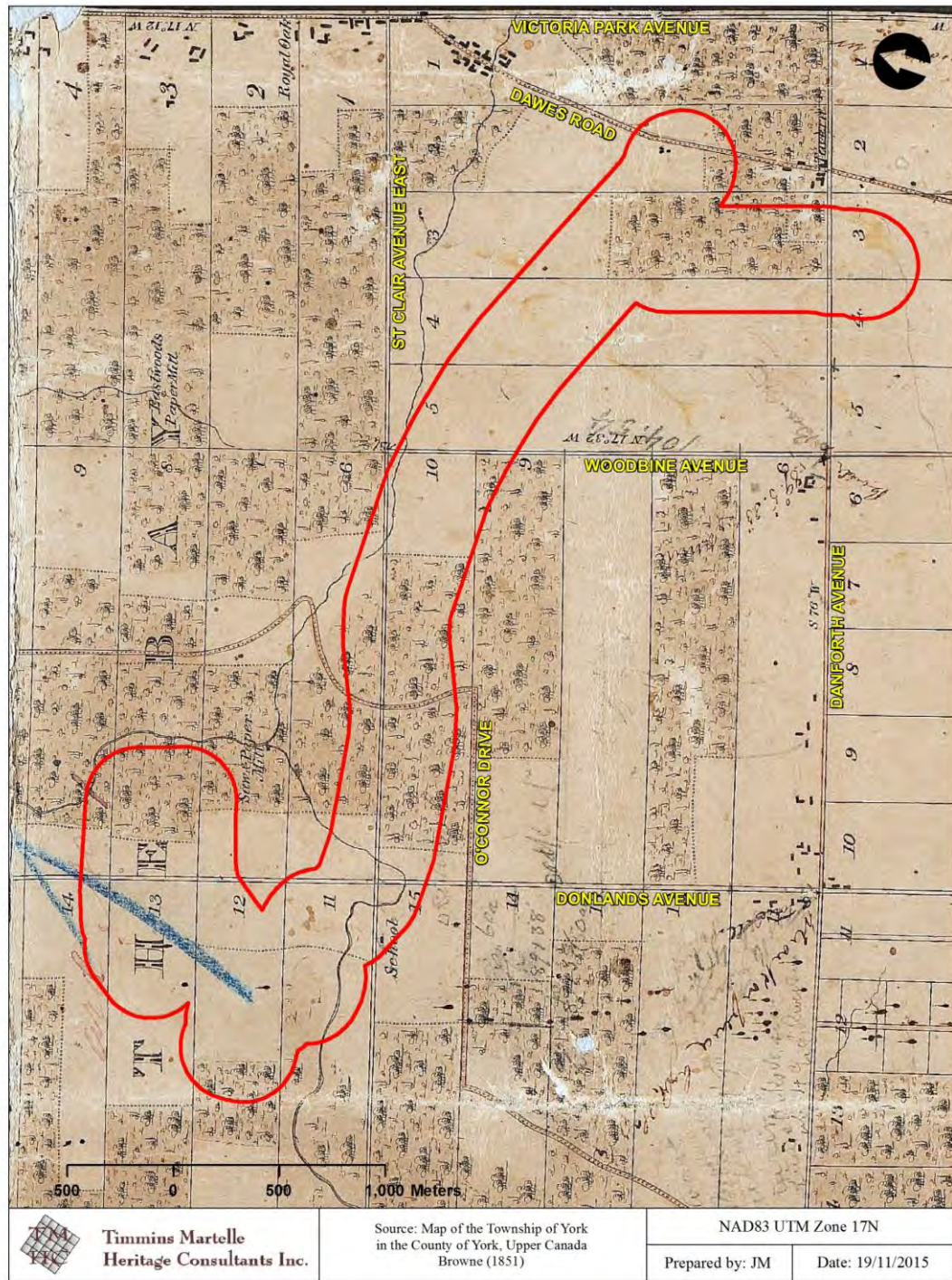
Lot#	Con# from the Bay	1851 Browne		1860 Tremaine		1878 Miles and Co.	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)/ Resident(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
3	I			Henry Boulton	Grand Trunk Rail		Grand Trunk and Nipissing Rail
				McSullivan	Grand Trunk Rail		Grand Trunk and Nipissing
4	I			J.H.	Grand Trunk Rail		Grand Trunk and Nipissing
				C.D.	Grand Trunk Rail		Grand Trunk and Nipissing
2	II		three structures along west side of Dawes Road	Henry Godson		Trudgeon & Davidson (Company)	one structure along the west side of Dawes Road
				A.H.		W. Williamson	
3	II			William Walkins		William Taylor	homestead, roughly 100 m north of Danforth Avenue
				Luke Robinson		Mrs. Margaret McGill	
						Harris & Taylor	
4	II			William Gorie		William Gorey	
5	II			Daniel Fitzgerald		Joseph Fitzgerald	homestead and orchard, off of Woodbine Avenue
9	II			Glebe Land		Clergy Reserve	
10	II			John Taylor and		Thomas Taylor	



Table 1: Nineteenth Century Property Owner(s) and Historical Features (s) Within Hydro One EA Study Area

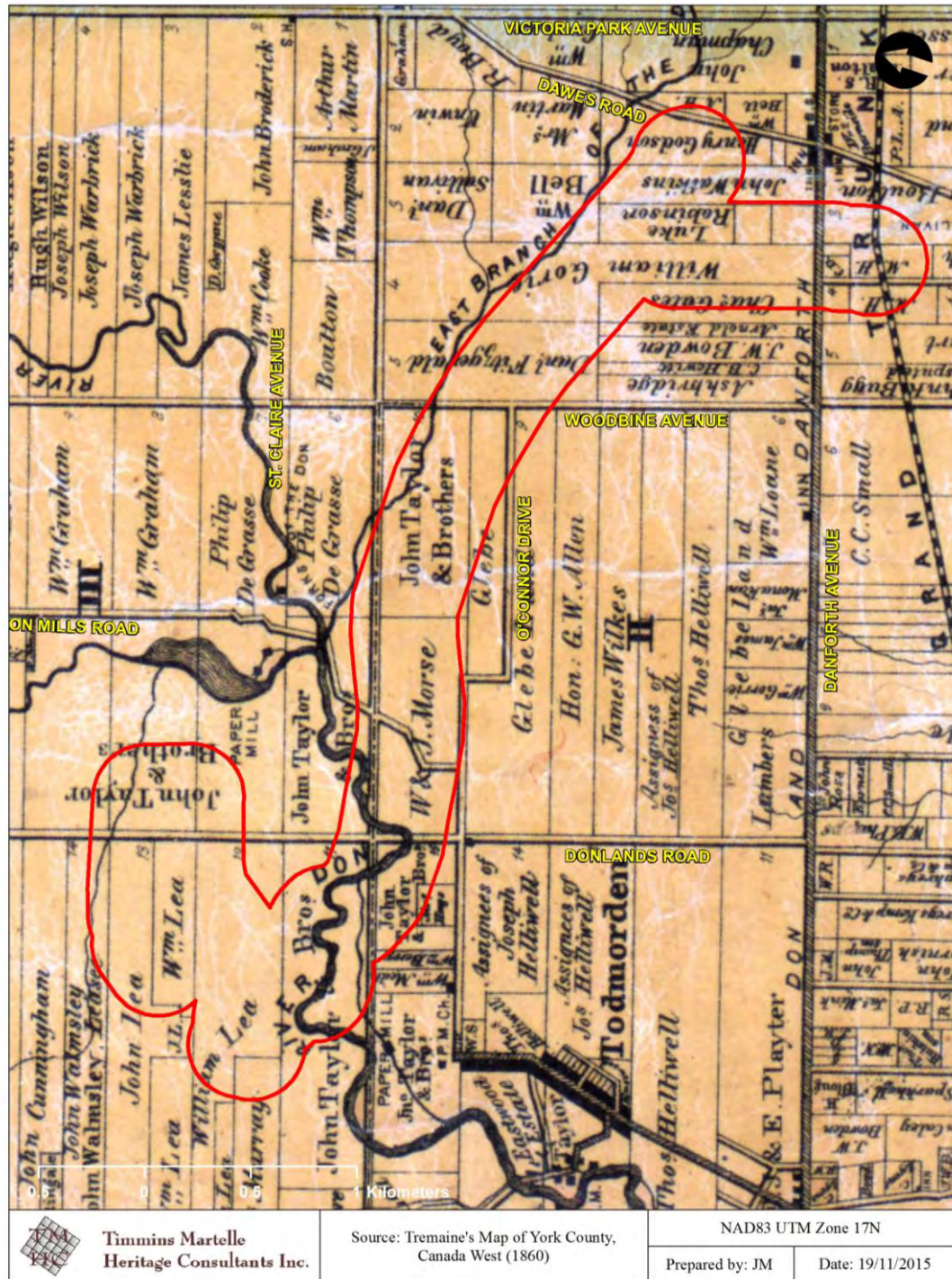
Lot#	Con# from the Bay	1851 Browne		1860 Tremaine		1878 Miles and Co.	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)/ Resident(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
				Brothers			
				W & J Morse		John H. Taylor & Bro	structure, on east side of Don Mills Road
						George Taylor	
15	II		school house, illustrated along St. Clair Avenue East	John Taylor & Bros		George Taylor	Note: school house, illustrated along O'Connor Drive
6	III			Philip De Grasse		John H. Taylor & Brothers (Manufactures for Upper Don Mills Paper Mill)	
				John Taylor & Bros		George Taylor	structure, east side of Don Mills Road
7	III			John Taylor & Bros		John Taylor & Bros	
8	III			John Taylor & Bros		John Taylor & Bros	
9	III			John Taylor & Bros		John Taylor & Bros	
11	III		trail (to school house)	John Taylor & Bros		Thomas Taylor	
12	III		trail (to school house)	William Lea		William Lea	orchard (homestead [not in study area] entrance is a 1km laneway off of Bayview Avenue)
				William Lea		William Lea	
13	III			John Lea		John Lea	homestead, entrance is a 1.2km laneway off of Bayview Avenue)
14	III			John Walmsley, Leasee		John Lea	





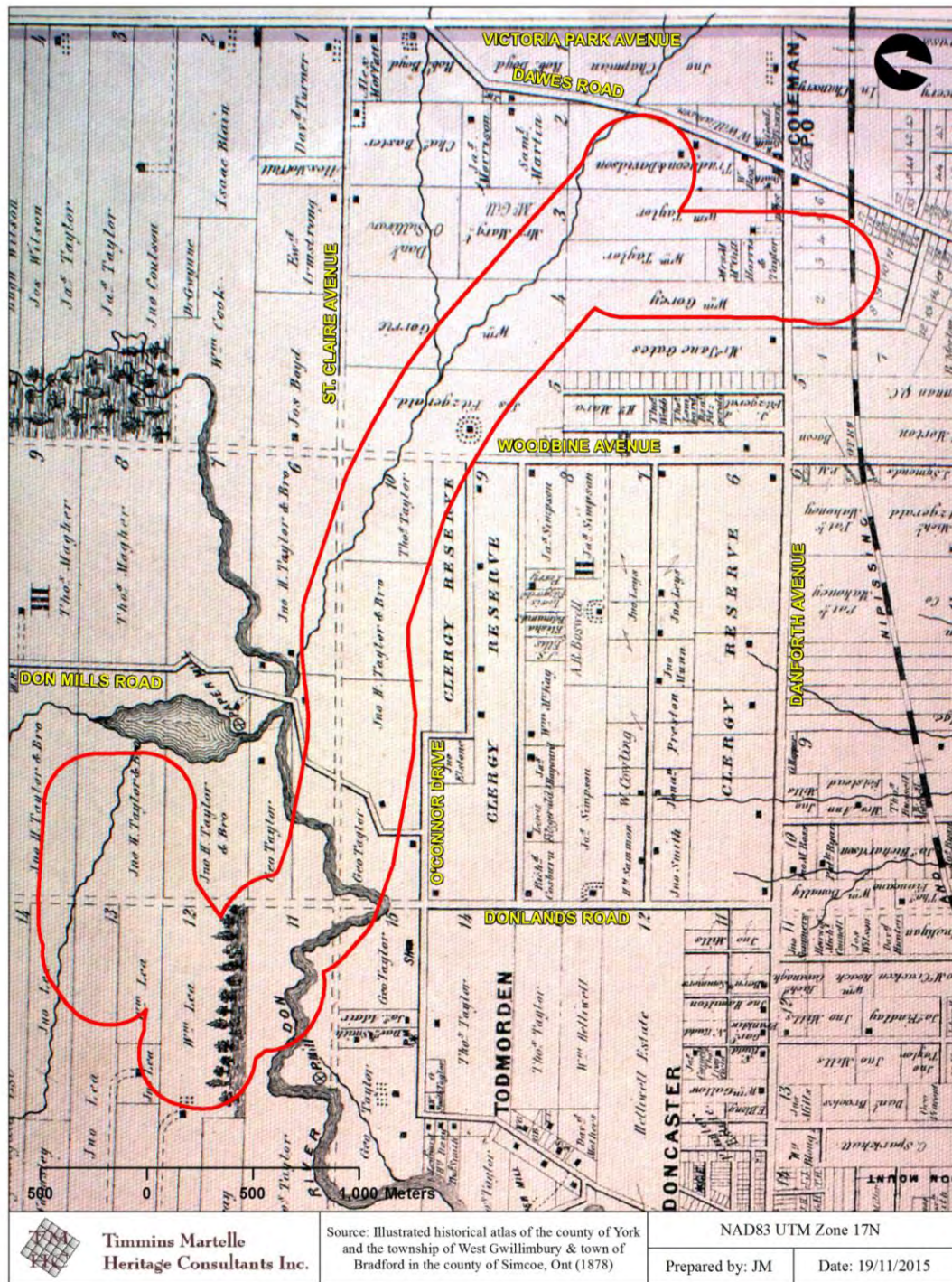
Map 2: The Hydro One EA Study Area Overlaid on the 1851 Browne Map of the Township of York in the County of York





Map 3: The Hydro One EA Study Area Overlaid on the 1860 Tremaine Map of the County of York, Canada West





Map 4: The Hydro One EA Study Area Overlaid on the 1878 Miles and Co. Illustrated Historical Atlas of the County of York



A review of the nineteenth century maps show that the study area includes a portion of the Don River and its east branch, now referred to as Taylor Creek. The historic maps indicate that most of the land was settled by 1860. The study area is in close proximity to the historic Village of Todmorden. Todmorden Village was centered on a complex of mills and a brewery that operated on the banks of the Don River beginning in 1795 (Toronto Neighbourhood Guide, 1997-2015). The history of the Todmorden area north of O’Conner Drive, within the Class EA Study Area, is dominated by the Taylor family who came to the Don River Valley in the 1820s.

John Taylor (Sr.) and his wife Margaret Hawthorne and his seven children emigrated in 1821. In 1826, John Taylor (Sr.) settled on Lot 11, Concession II from the Bay. The original homestead was situated at the foot of Beachwood Drive (Savriol 1904), southwest of the Class EA Study Area. By the 1830s, John (Sr.) had purchased 82 acres of land in the Don Valley (Lost Rivers, n.d.). Three of their sons, John, Thomas and George, formed John Taylor and Brothers (known later as Thomas Taylor and Brothers) and purchased land from Samuel Sinclair in 1851 (East York Historical Society Historical Plaque of the Taylor Cemetery). The Taylors owned all of the land north of O’Connor Drive between Broadview and Woodbine Avenues (Toronto Neighbourhood Guide, 1997-2015). The Taylor’s businesses in the Don Valley included three paper mills, saw mills, grist mills and the Don Valley Pressed Brick Works. The Taylor brothers opened the Middle Mill (paper mill) in 1858 which was turbine operated (Lost Rivers, n.d.). The Middle Mill is the closest historically mapped Taylor brothers operation to the EA study area, roughly 250 m southwest of the study area along the Don River (Maps 3 & 4). There was a concrete dam which stood in the Don River near the Leaside Bridge which supplied water to the turbine (Savriol 1904). When John Taylor, the oldest of the three brothers and manager of the mills died in 1871, the family land holdings then consisted of 3,811 acres, 10 building lots, 35 houses, three warehouses, and 27 barns and stables (Lost Rivers, n.d.). In 1901, the Taylor brothers went bankrupt and by 1909, Middle Mill was operated by the Don Valley Paper Company Ltd. (Lost Rivers, n.d.). By 1932, the mill was operated by the Howard Smith Paper Mill. From the 1920s to 1940s the Taylor estates were subdivided which led to the residential development of the north end of Todmorden Village. In the 1980s there was no room to expand and modernize the paper mill operation so it was permanently closed. In 1989 the Metropolitan Toronto and Region Conservation Authority demolished the Middle Mill (Lost Rivers, n.d.).

Another prominent figure in the Class EA Study Area, is John Lea (Lot 13, Concession III from the Bay; Maps 3 & 4). John Lea was an early farmer in the area. John’s son, William, named their family brick farmhouse “Leaside” (Bateman, 2013). As a result, the area referred to as Leaside today in the City of Toronto was named after John Lea. By the 1850s the farm had acres of apple orchards and pasture. Map 6, the 1878 historical atlas map, shows William and John had homesteads, off long laneways from Don Mills Road, directly adjacent to the EA study area. Part of William’s orchard is encapsulated in the Class EA Study Area. In 1912 William Lea sold part of his property



to allow for a rail right-of-way and rail repair shops (Bateman, 2013). In the 1920s there was a need for a new road bridge to span the Don Valley as the planned community of Leaside was developing into a full-fledged town. Leaside bridge, designed by Frank Barber, was opened in late October 1927 (see BHR 5).

By the 20th century there were significant changes in the vicinity of the study area as widespread construction of homes began. Aerial photography from 1947 (Map 5) shows that the area south of the Don River Valley had undergone significant residential development. Some of the land north of the Don remained rural in nature. Recent satellite imagery (Map 6) shows that the area north and south of the Don River Valley has undergone significant residential and commercial development.

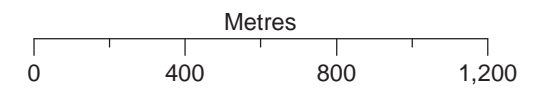




Hydro One

115kV Circuit H7L/H11L
Built Heritage Background Review

 Hydro One Class EA Study Area



NAD 1983 UTM Zone 17N | Prepared by JM 19/11/2015

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Map 5: EA Study Area Overlaid on 1947 Aerial Photograph, City of Toronto

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3.3 Desktop Data Collection Results

Data collection focused on the previously-identified cultural heritage resources within the Hydro One Class EA Study Area. Two built heritage resources (BHR) were identified within the study area and three were identified within 50m of the study area. There were no cultural heritage landscapes identified in this search. This screening involved a review of the information from the on-line City of Toronto’s Heritage Register (Accessed November 10, 2015). Contact with the City of Toronto’s Heritage Preservation Services (November 18, 2015) verified that the list is up-to-date. Additionally, there were no cultural heritage resources listed within the study area in the Ontario Heritage Properties Database. The following table includes the five previously-identified cultural heritage resources.

Table 2: Previously-Identified Built Heritage Features






Feature#	Location	Recognition	Comments	Digital Photograph
BH1	5 Midburn Avenue	Listed		
BH2	122 Dawes Road	Listed		
BH3	2190 Gerrard Street East	Listed	Donald Stevenson house, ca. 1894. Donald Stephenson was a lumber merchant, realtor and loans officer who served as the first Reeve of the Village of East Toronto	



Table 2: Previously-Identified Built Heritage Features

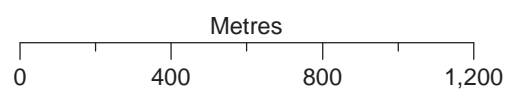
Feature#	Location	Recognition	Comments	Digital Photograph
BH4	90 Glenwood Crescent	Listed	Mary Pickford House. Bungalow was completed in 1943 as a project to raise funds and support for the victims of World War II. House is a well-designed example of the French Period Revival style and a local feature in the East York area.	
BH5	0 Millwood Road	Listed	Leaside Bridge (Confederation Bridge), ca. 1927; tall and long deck truss	





Hydro One 115kV Circuit H7L/H11L Built Heritage Background Review

- Hydro One Class EA Study Area
- BHR 1
5 Midburn Ave
- BHR 2
122 Dawes Rd
- BHR 3
Donald Stephensen House
2190 Gerrard St E
- BHR 4
Mary Pickford House
90 Glenwood Cres
- BHR 5
Leaside Bridge



NAD 1983 UTM Zone 17N | Prepared by JM 19/11/2015
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Map 6: Location of Above Ground Built Heritage Resources (BHR)

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4.0 CONCLUSIONS

Historic research revealed that the Euro-Canadian occupation of the Hydro One EA study area has its origins in 19th century survey and settlement. The results of the background historic research revealed a study area with a rural land use history dating back to the early 19th century continuing into the early 20th century. With the exception of the Don River Valley, the study area has undergone major alterations by 20th century development. Therefore, it was anticipated that only a small number of cultural heritage resources would remain.

At present, the City of Toronto's Heritage Register lists two built heritage features within the Class EA Study Area. However, it is still a possible that the study area has retained additional 19th and 20th century cultural heritage resources that have not yet been recognized, especially along the historic transportation routes, such as Dawes Road. Historical mapping illustrates a number of 19th century structures (see Table 1) which may be still extant within the study area. Furthermore, above ground cultural heritage resources, pursuant to the *Environmental Assessment Act*, may include buildings as young as 41 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification in cultural heritage resources (see The Ministry of Tourism, Culture and Sport: *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value. Needless to say, there are undoubtedly some buildings within the Class EA Study Area that should be considered under this criteria, such as neighbouring houses to the listed house (BHR 1) along Midburn Avenue.

5.0 RECOMMENDATIONS

The heritage background review and data collection determined that two previously-identified cultural heritage resources are located within the Hydro One EA study area. Based on the results of the assessment, the following recommendations have been developed:

1. Any proposed work through the Hydro One Class EA Study Area should be suitably planned in a manner that avoids any of the identified, above ground, cultural heritage resources.
2. Where any identified, above ground, cultural heritage resource is to be affected by loss, displacement or disruption, further research should be undertaken to identify the specific heritage significance of the affected cultural heritage resource and appropriate mitigation measures adopted where appropriate. In this regard provincial guidelines should be consulted for advice and further heritage



- assessment work by a qualified heritage consultant should be undertaken as necessary.
3. Currently the scope of work for this Hydro One project along the 115kv Circuit H7L/H11L is considered maintenance and refurbishment. If the Hydro One scope of work changes to include new facilities, further heritage work should be carried out by a qualified heritage consultant in the proposed Hydro One work area; this work should include a field visit and documentation of existing conditions in search of built heritage resources and cultural heritage landscapes followed by completion of a supplementary technical memo during the detailed design phase. This memo should include an assessment of any potential impacts which arise out of the proposed Hydro One work and should be used to develop appropriate mitigation measures.



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APPENDIX B4

HUMAN SETTLEMENTS

CITY OF TORONTO OFFICIAL PLAN MAPS STATISTICS CANADA

CENSUS TRACT MAPS

CITY OF TORONTO NEIGHBOURHOOD DESIGNATIONS

TORONTO TRANSIT COMMISSION BUS ROUTE RIDERSHIP

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

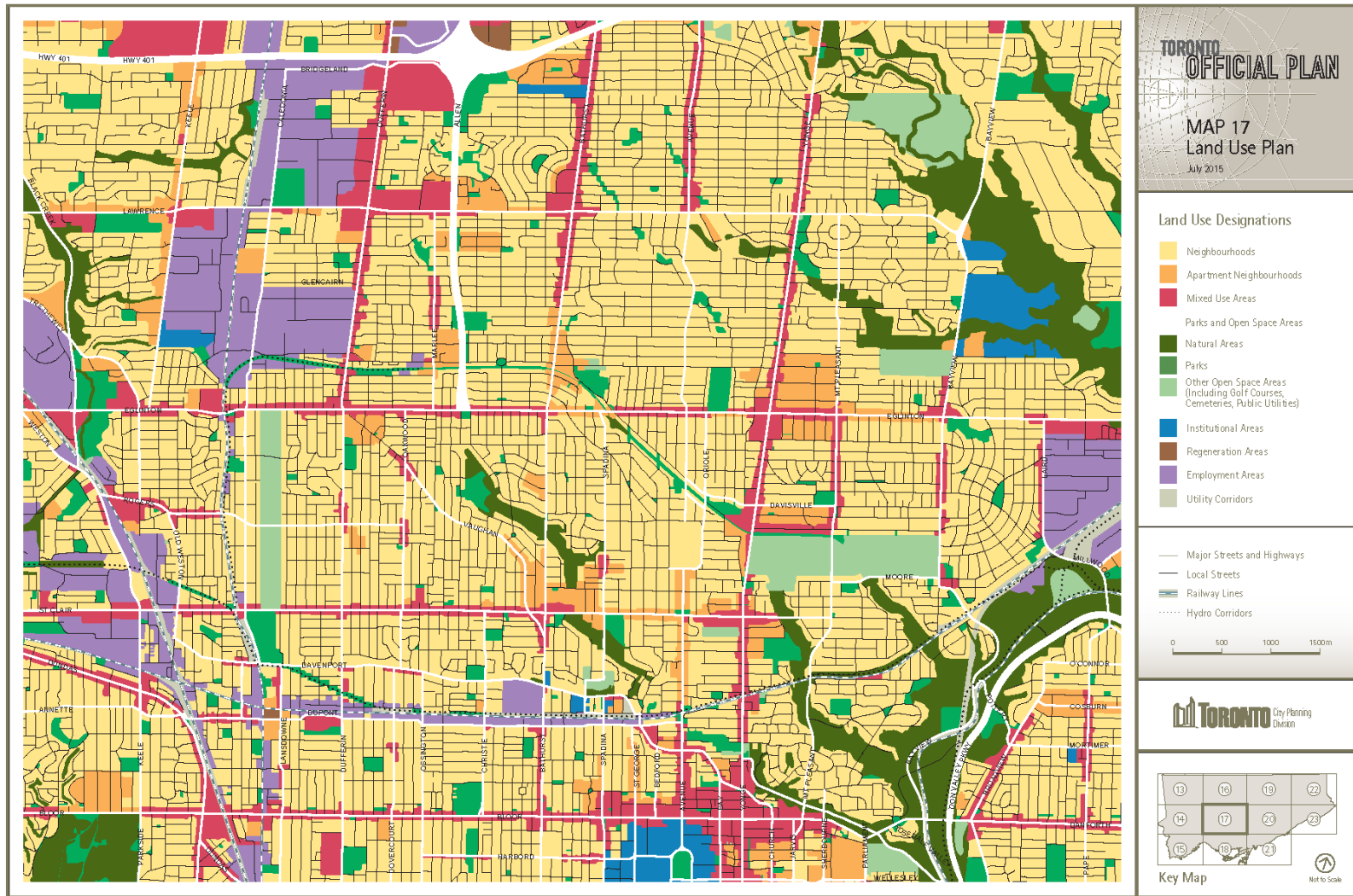


Figure B4-1: City of Toronto Municipal Land Use Designations in the Study Area - Map 17 City of Toronto Official Plan

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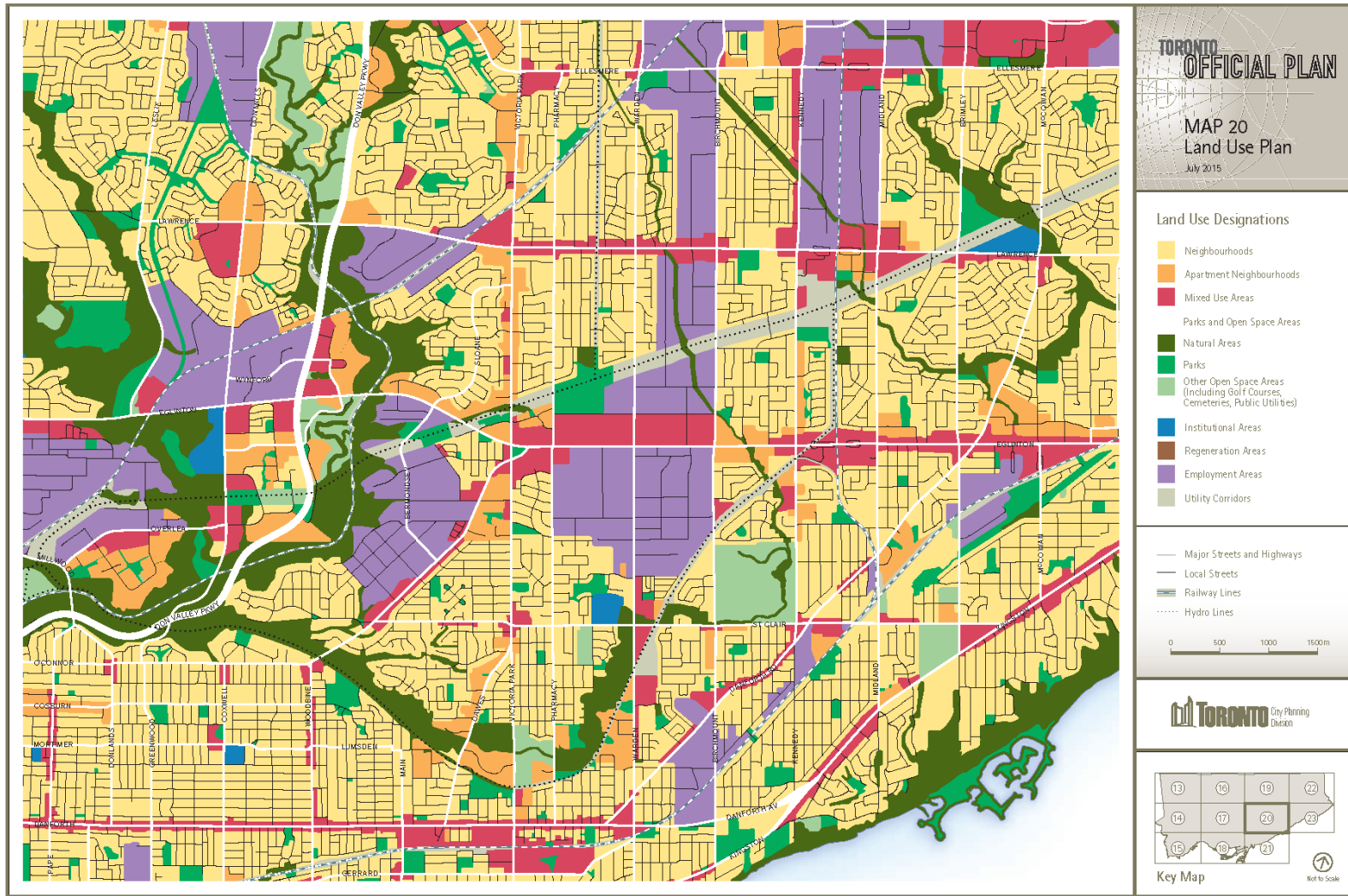


Figure B4-2: City of Toronto Municipal Land Use Designations in the Study Area - Map 20 City of Toronto Official Plan

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Environmental Study Report

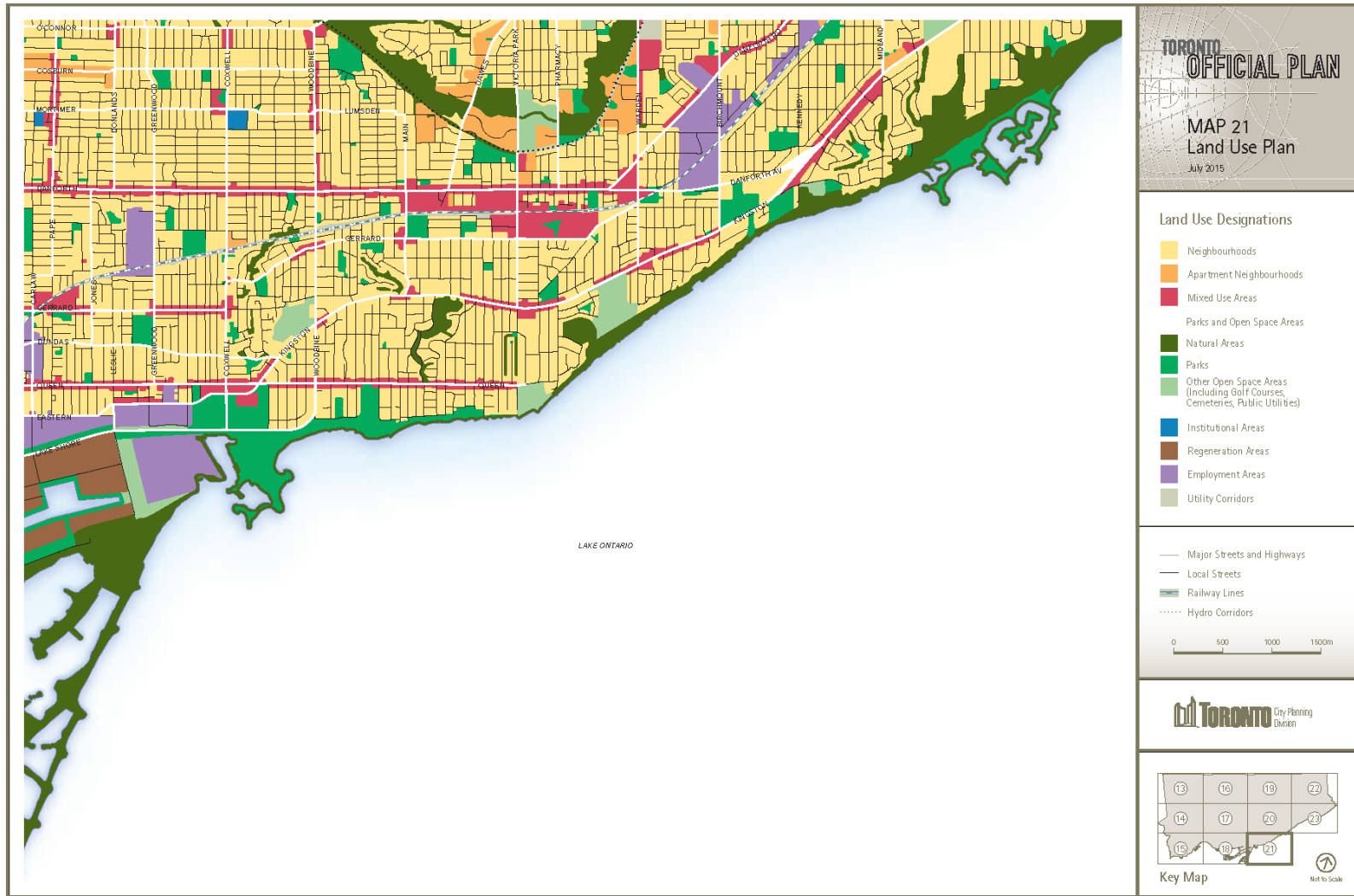


Figure B4-3: City of Toronto Municipal Land Use Designations in the Study Area - Map 21 City of Toronto Official Plan

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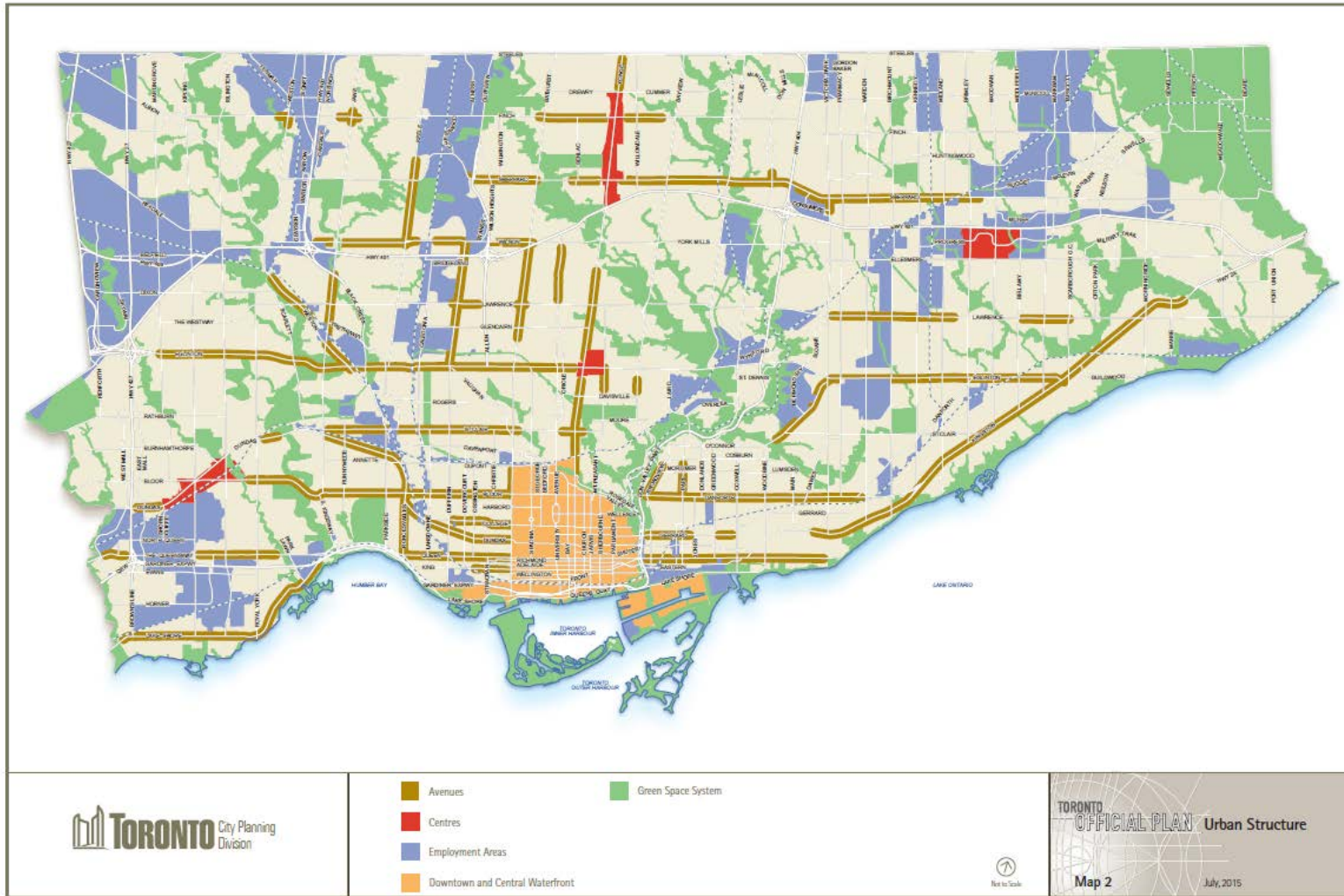


Figure B4-4: City of Toronto Urban Structure

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Environmental Study Report

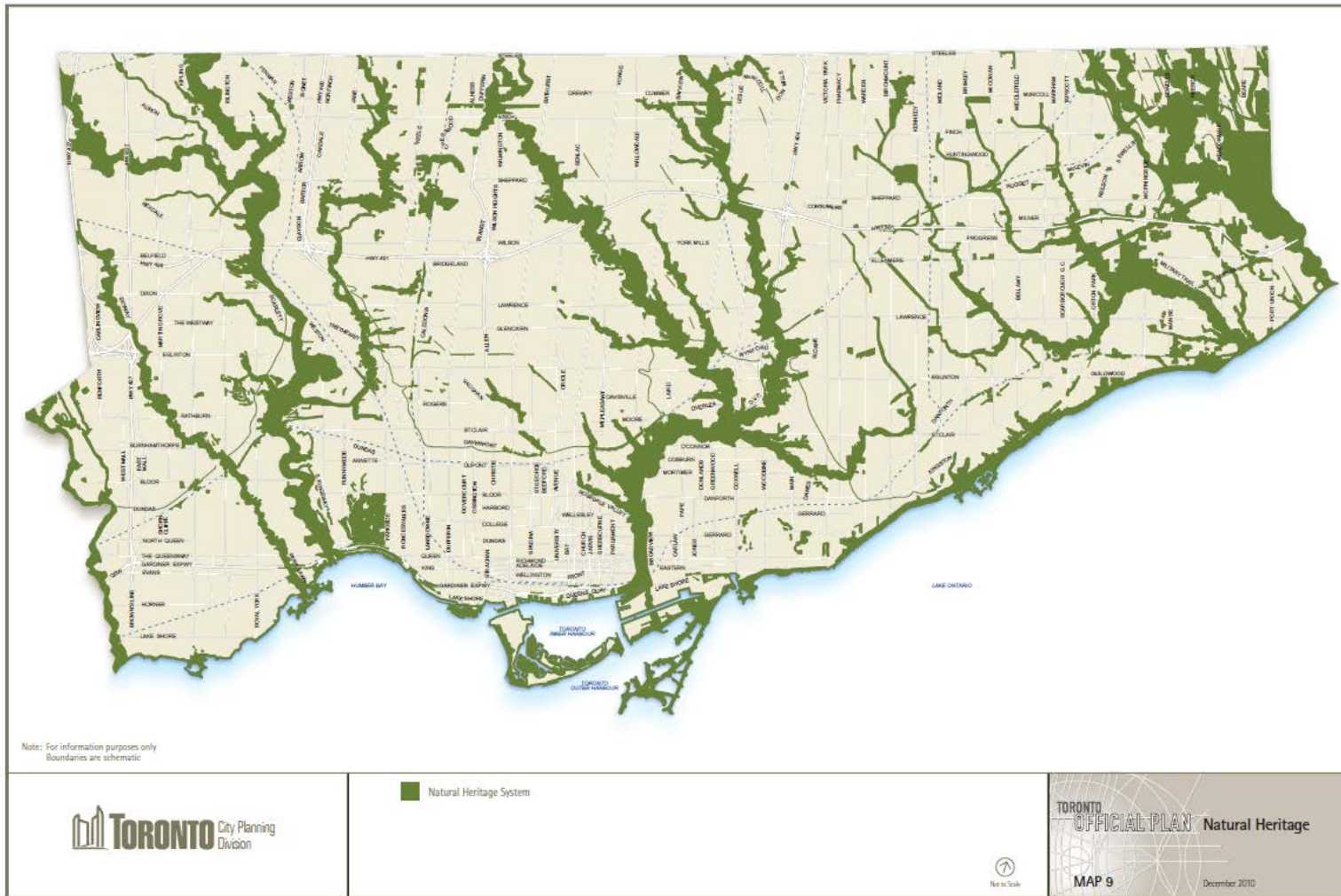


Figure B4-5: City of Toronto Natural Heritage Map

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Environmental Study Report

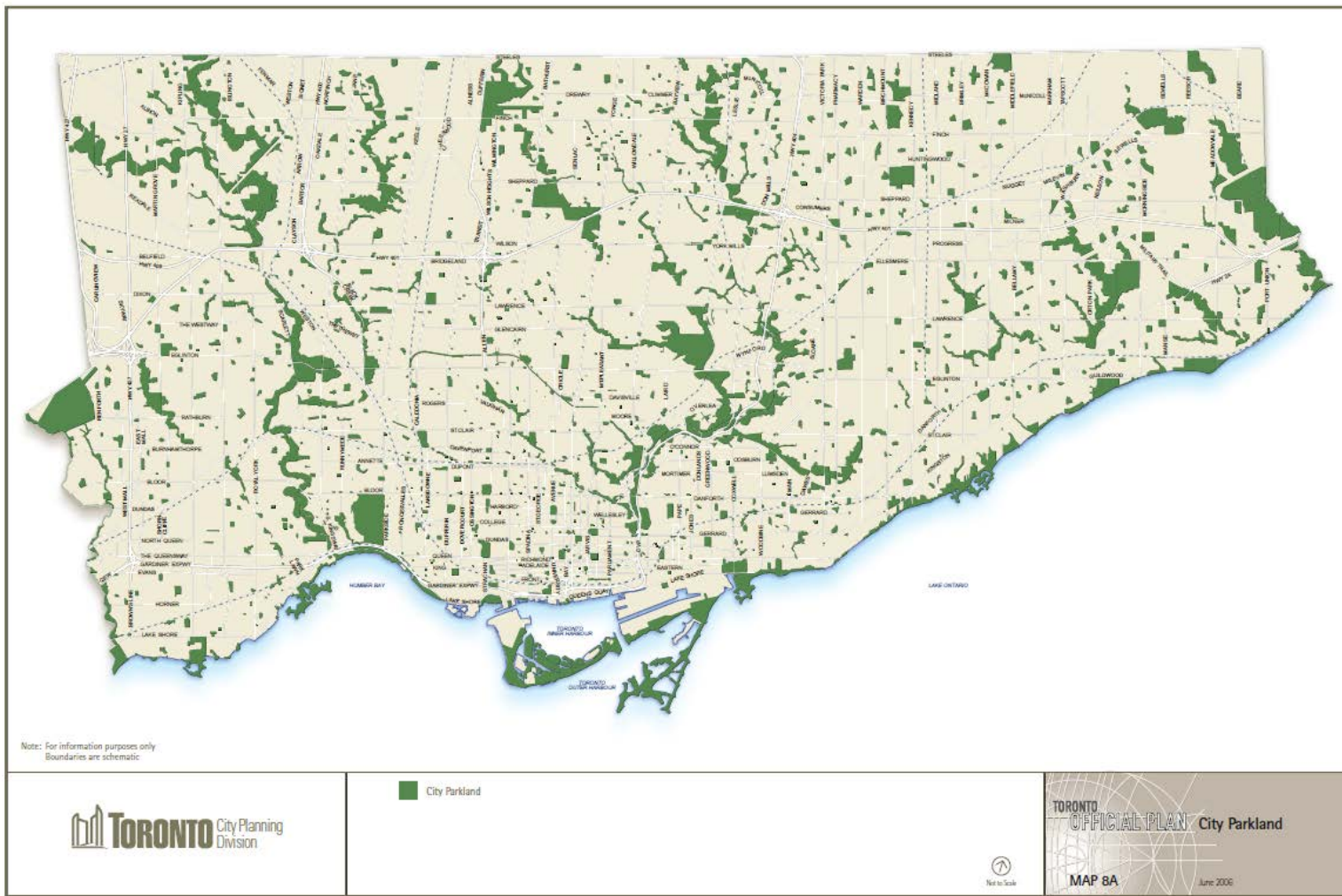


Figure B4-6: City of Toronto Parkland Map

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Environmental Study Report



Figure B4-7: City of Toronto Higher Order Transit Corridors

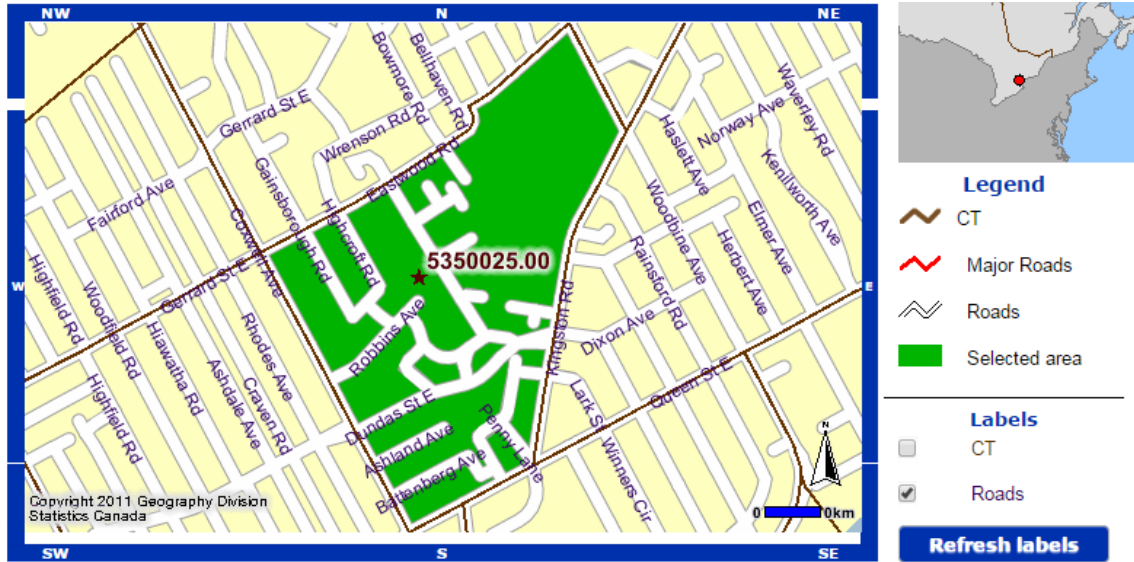


Figure B4-8: Statistics Canada Census Tract Map 5350025.00

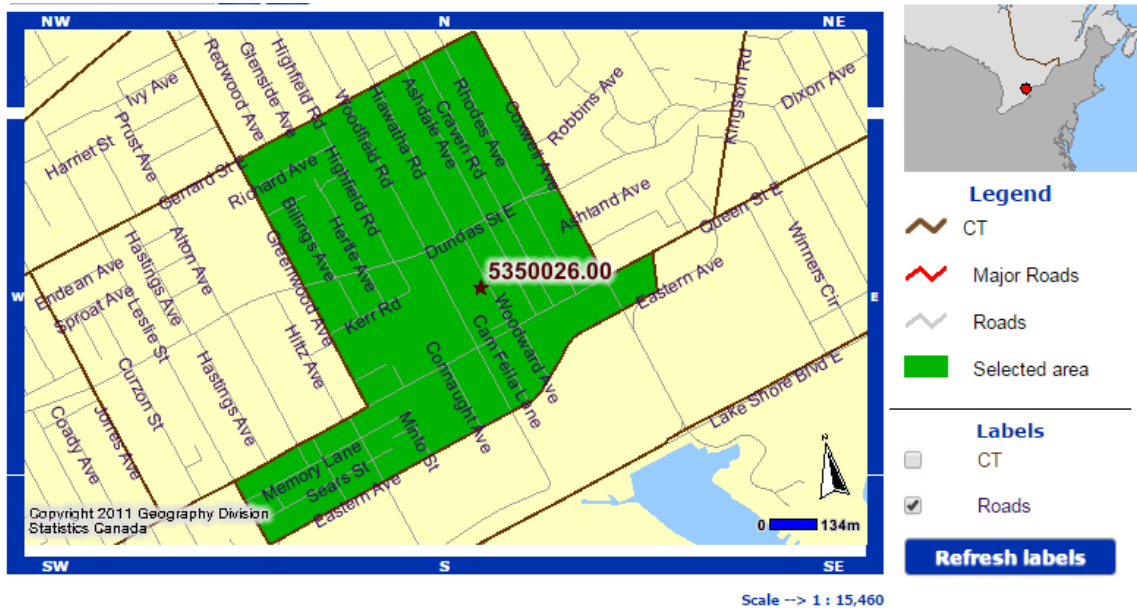


Figure B4-9: Statistics Canada Census Tract Map 5350026.00

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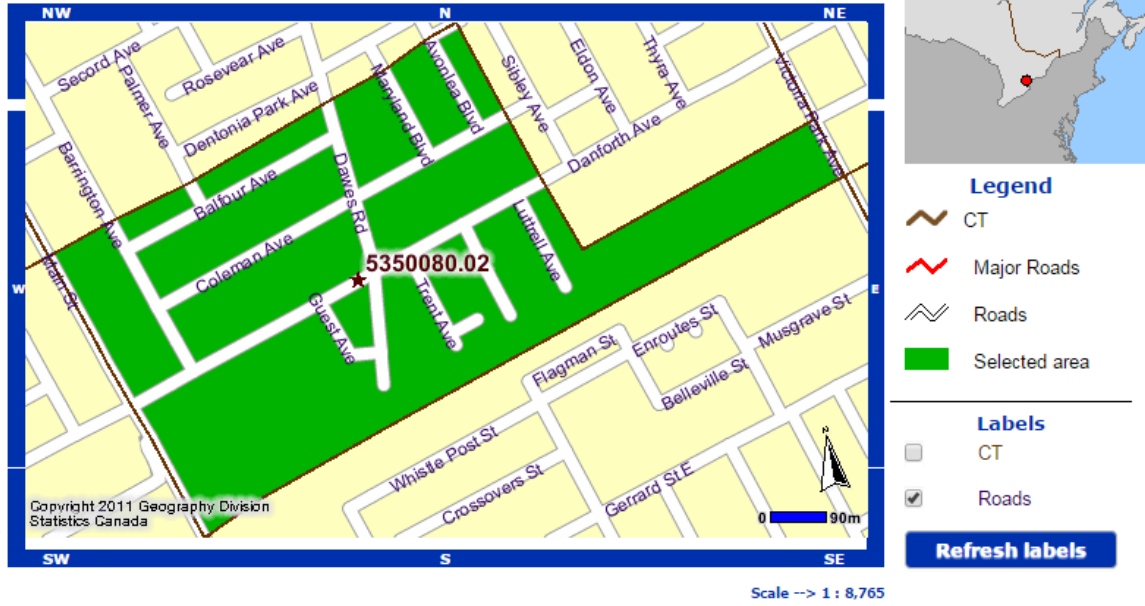


Figure B4-12: Statistics Canada Census Tract Map 5350080.02

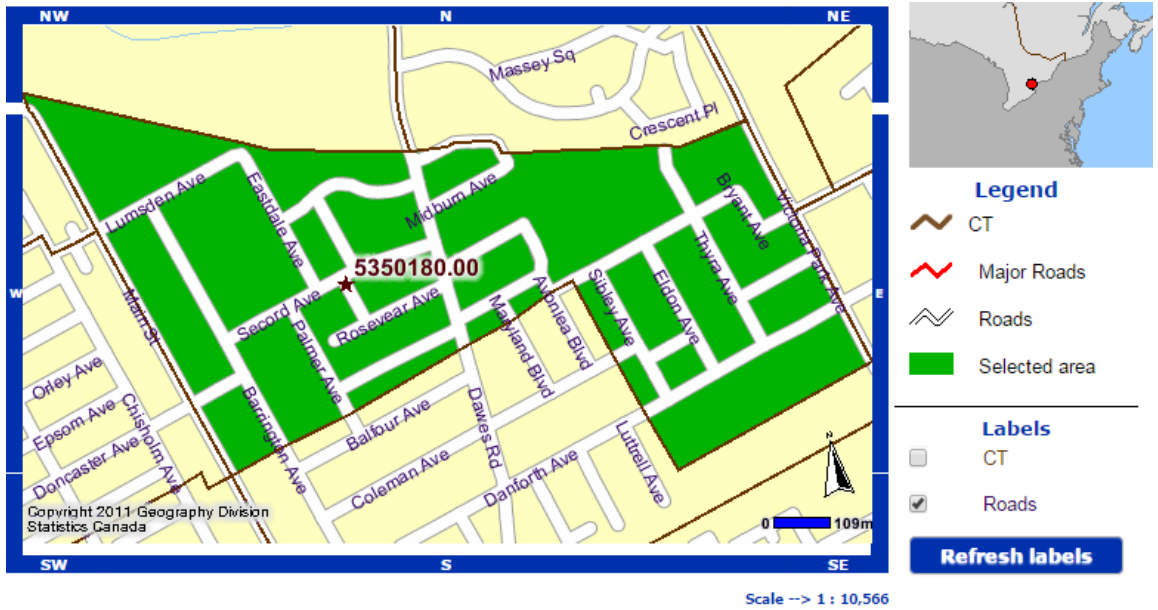


Figure B4-13: Statistics Canada Census Tract Map 5350180.00

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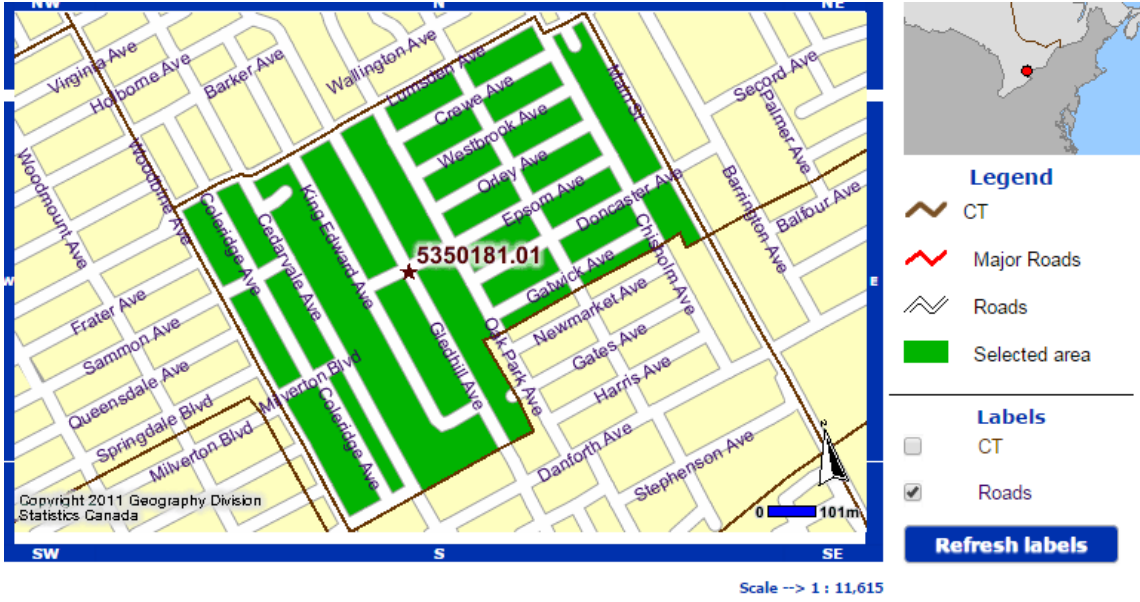


Figure B4-14: Statistics Canada Census Tract Map 5350181.01



Figure B4-15: Statistics Canada Census Tract Map 5350181.02

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Figure B4-16: Statistics Canada Census Tract Map 5350182.00

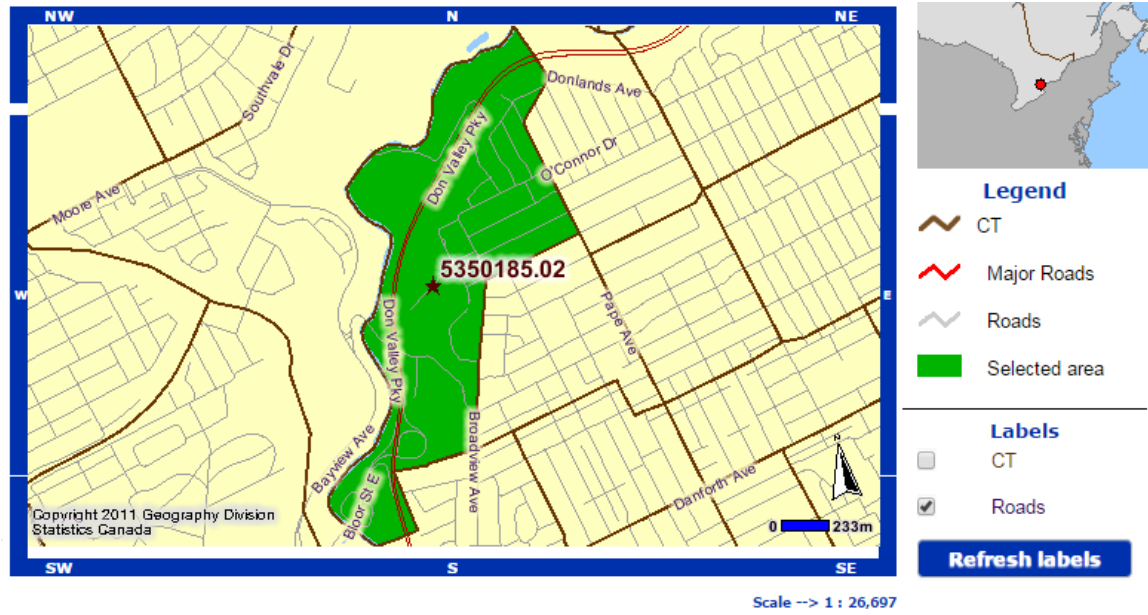


Figure B4-17: Statistics Canada Census Tract Map 5350185.02

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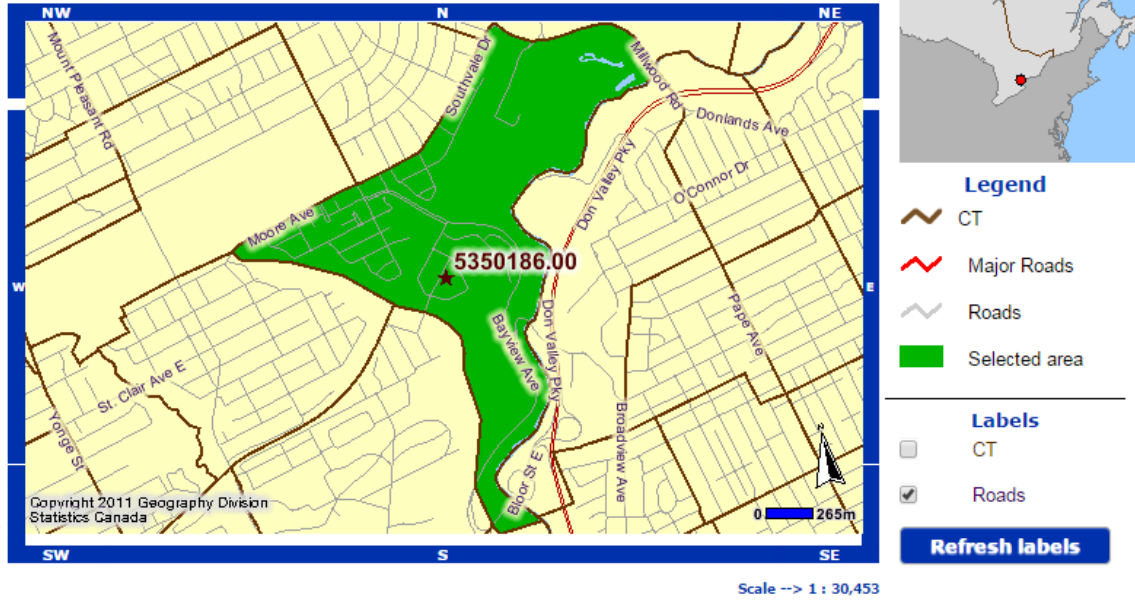


Figure B4-18: Statistics Canada Census Tract Map 5350186.00

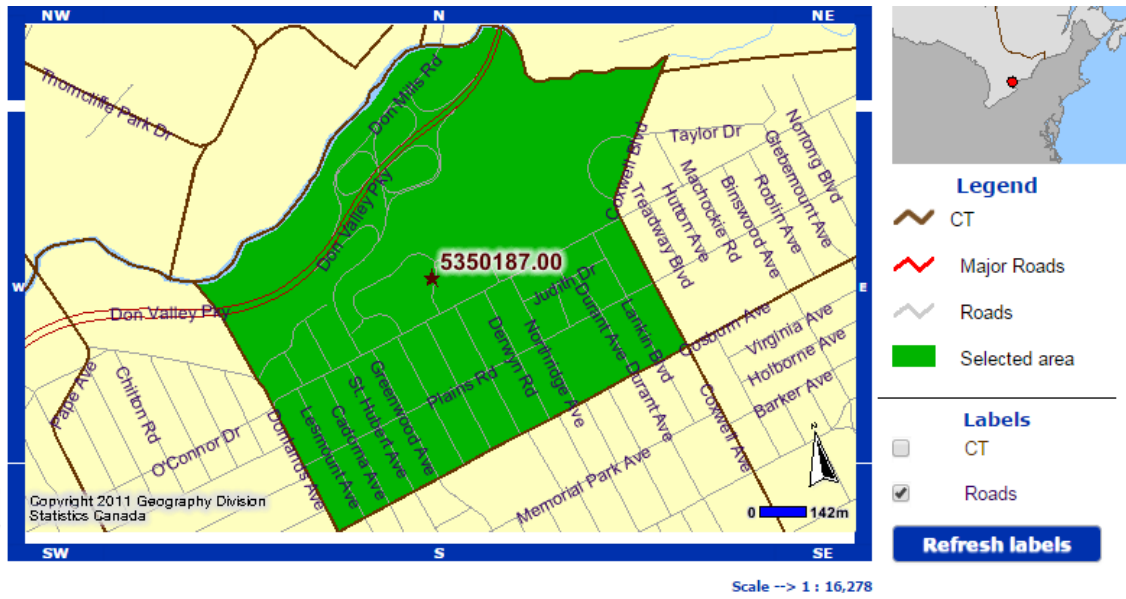


Figure B4-19: Statistics Canada Census Tract Map 5350187.00

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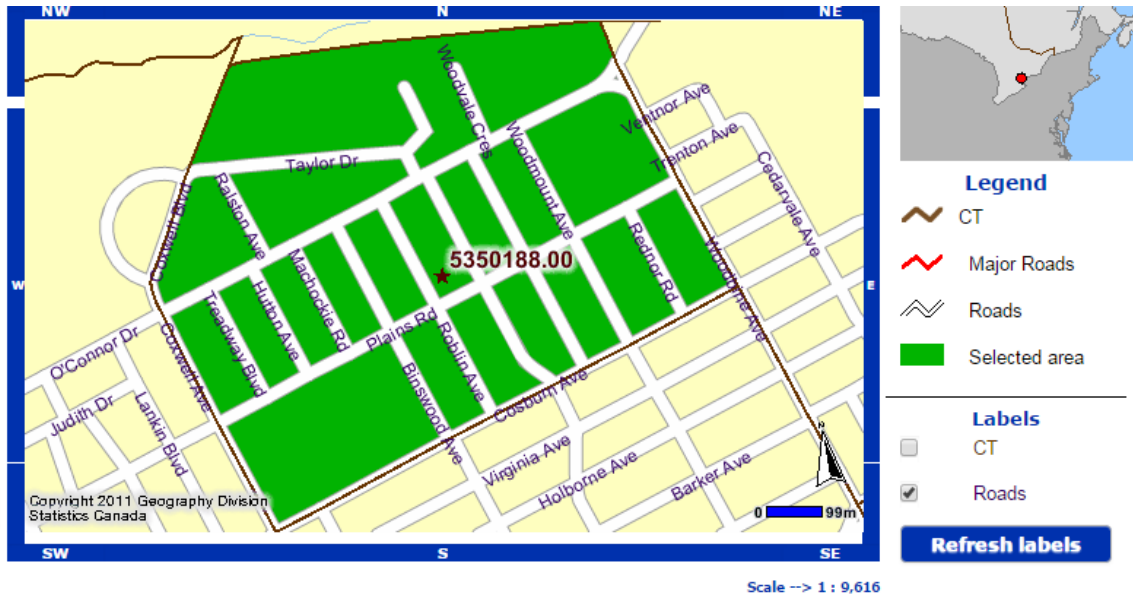


Figure B4-20: Statistics Canada Census Tract Map 5350188.00

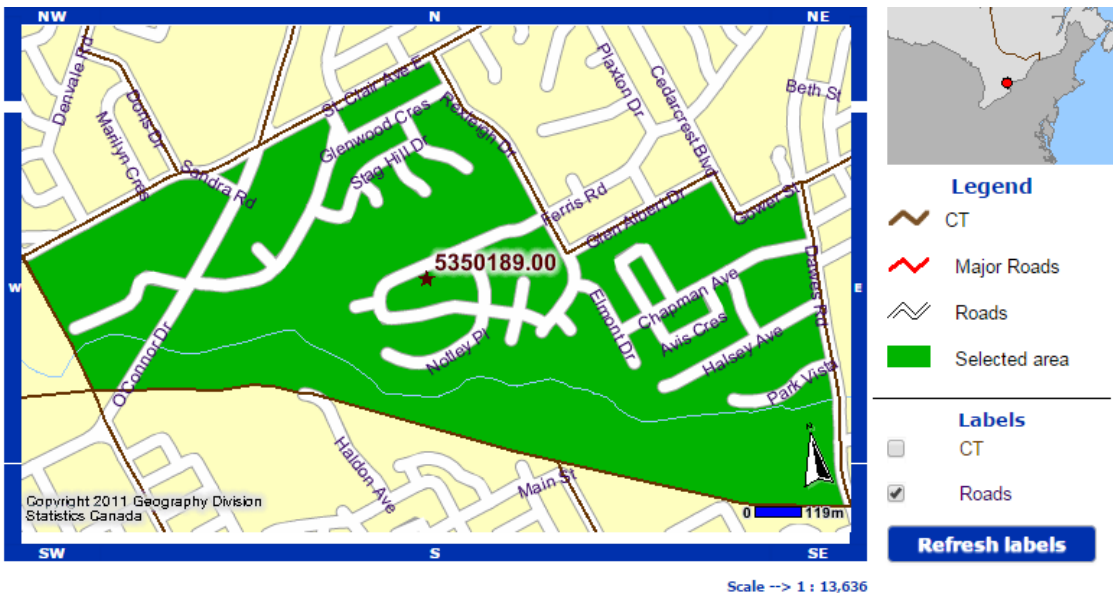


Figure B4-21: Statistics Canada Census Tract Map 5350189.00

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Environmental Study Report



Figure B4-22: Statistics Canada Census Tract Map 5350193.00

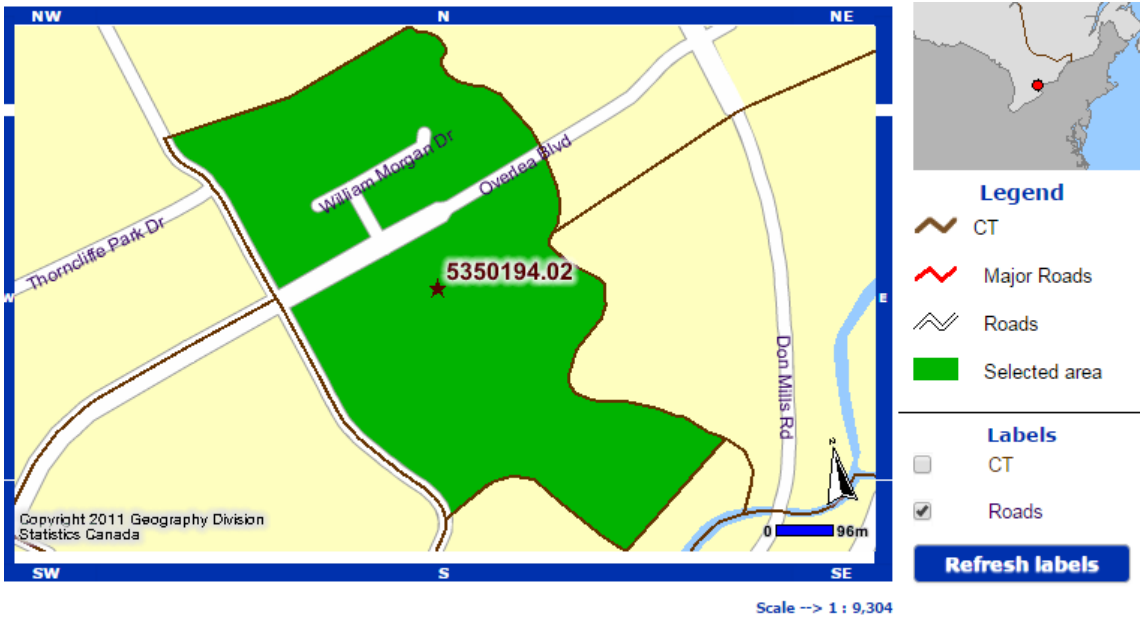


Figure B4-23: Statistics Canada Census Tract Map 5350194.02

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Figure B4-24: Statistics Canada Census Tract Map 5350194.03

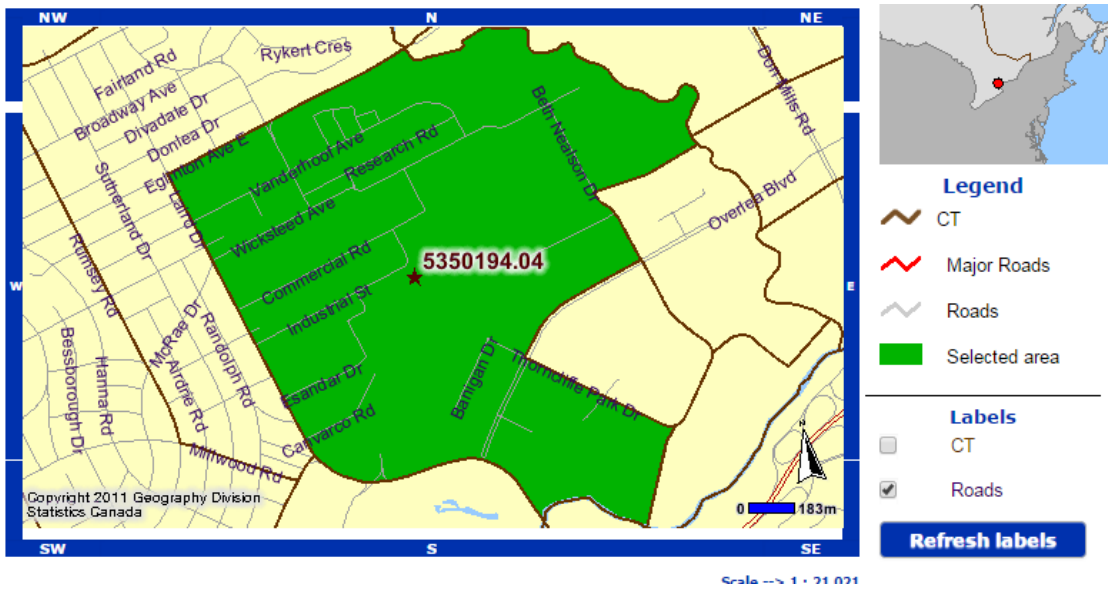


Figure B4-25: Statistics Canada Census Tract Map 5350194.04

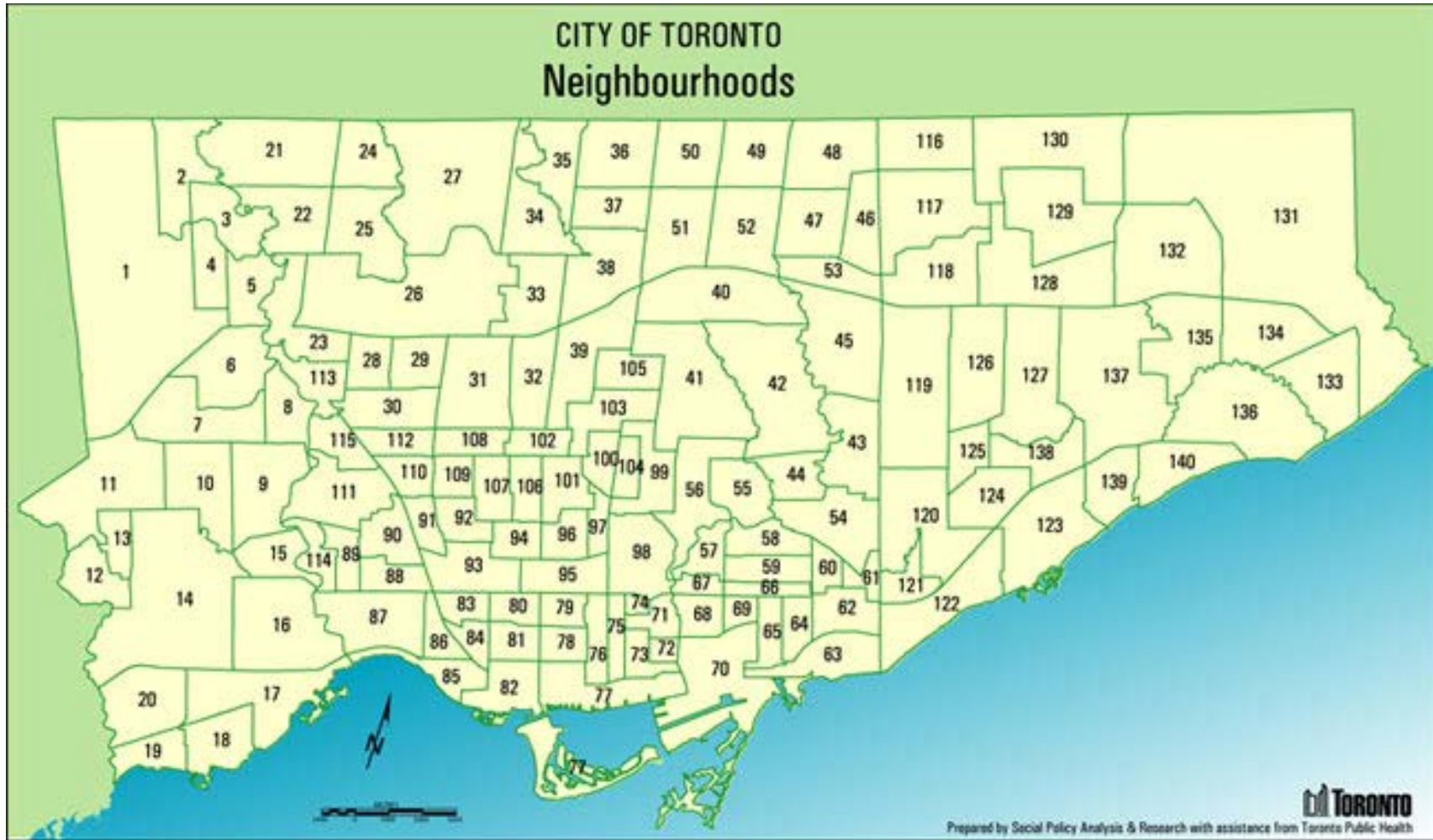


Figure B4-26: City of Toronto Neighbourhood Designations

**Table B4-1: Toronto Transit Commission Bus Routes Servicing the Study Area and
Associated Ridership**

Bus Route	Route Name	Customers per Day		
		Weekday	Saturday	Sunday
8	Broadview	920	600	690
20	Cliffside	6,300	3,800	2,300
23	Dawes	5,800	4,100	2,500
25	Don Mills	38,000	22,300	19,500
56	Leaside	3,800	1,600	980
62	Mortimer	2,800	1,600	1,400
64	Main	6,300	2,800	2,100
70	O'Connor	8,000	4,200	3,400
81	Thornccliffe Park	6,000	4,600	3,100
87	Cosburn	9,400	4,000	2,700
88	South Leaside	4,500	1,700	1,200
91	Woodbine	6,100	2,700	1,800
100	Flemingdon Park	15,100	12,500	7,200
113	Danforth	4,500	3,800	2,800
135	Gerrard	2,600	1,400	640
144	Downtown / Don Valley Express	690	-	-
185	Don Mills Rocket	-	-	-
306	Carlton (Blue Night Network)	610	1,300	1,800
325	Don Mills (Blue Night Network)	-	-	-
403	South Don Mills Community Bus	-	-	-
404	East York Community Bus	-	-	-

Source: TTC, 2014b; TTC, 2016.

Notes: Ridership statistics (i.e., customers per day) are provided as of April 2014.

APPENDIX B5

CLIMATE NORMAL DATA AND AIR QUALITY MONITORING DATA

CLIMATE

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Table B5-1: Climate Normal (1981 to 2010) Temperature and Precipitation data for Toronto Meteorological Station (WMO ID 71266)

Parameter / Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Daily Average (°C)	-3.7	-2.6	1.4	7.9	14.1	19.4	22.3	21.5	17.2	10.7	4.9	-0.5	9.4
Standard Deviation(°C)	2.8	2.2	1.7	1.4	1.8	1.3	1.4	1.3	1.4	1.2	1.4	2.7	1.3
Daily Maximum (°C)	-0.7	0.4	4.7	11.5	18.4	23.8	26.6	25.5	21.0	14.0	7.5	2.1	12.9
Daily Minimum (°C)	-6.7	-5.6	-1.9	4.1	9.9	14.9	18.0	17.4	13.4	7.4	2.3	-3.1	5.9
Extreme Maximum (°C)	16.1	14.4	26.7	32.2	34.4	36.7	40.6	38.9	37.8	30.0	23.9	19.9	—
Extreme Minimum (°C)	-32.8	-31.7	-26.7	-15.0	-3.9	-2.2	3.9	4.4	-2.2	-8.9	-20.6	-30.0	—
Average Rainfall (mm)	29.1	29.7	33.6	61.1	82.0	70.9	63.9	81.1	84.7	64.3	75.4	38.2	714.0
Average Snowfall (cm)	37.2	27.0	19.8	5.0	0.0	0.0	0.0	0.0	0.0	0.1	8.3	24.1	121.5
Average Precipitation (mm)	61.5	55.4	53.7	68.0	82.0	70.9	63.9	81.1	84.7	64.4	84.1	61.5	831.1
Average Snow Depth (cm)	7	6	3	0	0	0	0	0	0	0	0	2	2
Median Snow Depth (cm)	6	6	2	0	0	0	0	0	0	0	0	2	1
Average Snow Depth at Month-end (cm)	7	5	1	0	0	0	0	0	0	0	0	4	1
Extreme Daily Rainfall (mm)	63.5	43.4	43.7	59.7	68.6	63.5	98.6	93.5	87.9	86.9	79.5	49.5	—
Extreme Daily Snowfall (cm)	39.9	45.7	40.6	21.1	7.6	0.0	0.0	0.0	0.0	12.2	30.5	48.3	—
Extreme Daily Precipitation (mm)	52.3	52.6	43.7	59.7	68.6	63.5	98.6	93.5	87.9	86.9	79.5	49.5	—
Extreme Snow Depth at month-end (cm)	65	38	33	19	3	0	0	0	0	13	20	41	—

Source: Environment and Climate Change Canada (2016a)

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Table B5-2: Climate Normal (1981 to 2010) Frost-Free Data for Toronto Meteorological Station (WMO ID 71266)

Probability of last temperature in spring of 0 °C or lower on or after indicated dates	May 15 10%	May 7 25%	May 4 33%	April 28 50%	April 21 66%	April 18 75%	April 10 90%
Probability of first temperature in fall of 0 °C or lower on or after indicated dates	Oct 1 10%	Oct 9 25%	Oct 13 33%	Oct 19 50%	Oct 25 66%	Oct 29 75%	Nov 10 90%
Probability of frost-free period equal to or less than indicated period (Days)	10% (144)	25% (158)	33% (163)	50% (172)	66% (185)	75% (191)	90% (205)

Source: Environment and Climate Change Canada (2016a)

Table B5-3: Climate Normal (1981 to 2010) Wind Data for Toronto Pearson Meteorological Station (WMO ID 71624)

Parameter / Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average Speed (km/h)	17.6	17.0	16.9	16.8	14.4	13.2	12.9	11.9	12.7	14.0	15.7	16.7	15.0
Most Frequent Direction	W	W	N	N	N	N	W	N	W	W	W	W	W
Maximum Hourly Speed (km/h)	77	77	97	81	71	63	61	71	77	92	80	76	—
Direction of Maximum Hourly Speed	SW	NW	SW	W	SW	NW	E	W	W	SW	W	SW	—
Maximum Gust Speed (km/h)	115	105	124	115	109	107	135	115	106	104	122	109	—
Direction of Maximum Gust	E	W	SW	W	SW	W	NW	NE	W	NW	SW	S	—
Average Days with Winds >= 52 km/h	3.1	2.4	2.8	2.9	1.4	0.7	0.6	0.8	0.7	1.8	2.5	2.8	22.2
Average Days with Winds >= 63 km/h	0.9	0.7	0.9	0.9	0.4	0.2	0.2	0.3	0.1	0.4	0.8	0.4	6.1

Source: Environment and Climate Change Canada (2016a)

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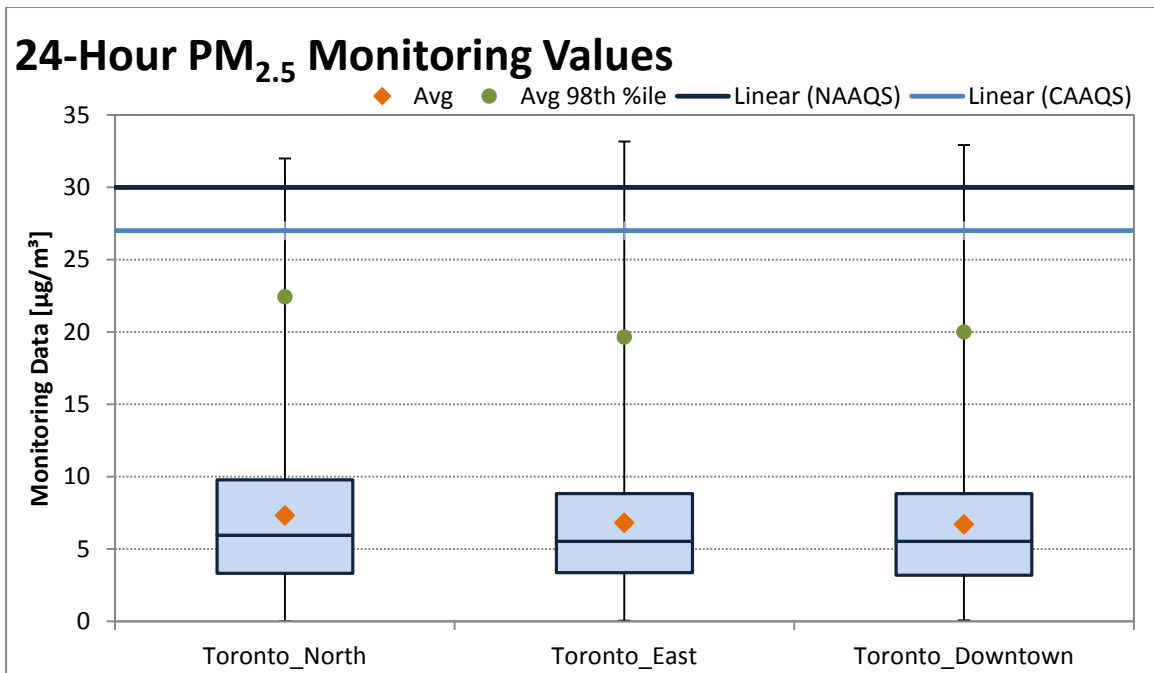


Figure B5-1: 24-hour Fine Particulate Matter Monitoring Data

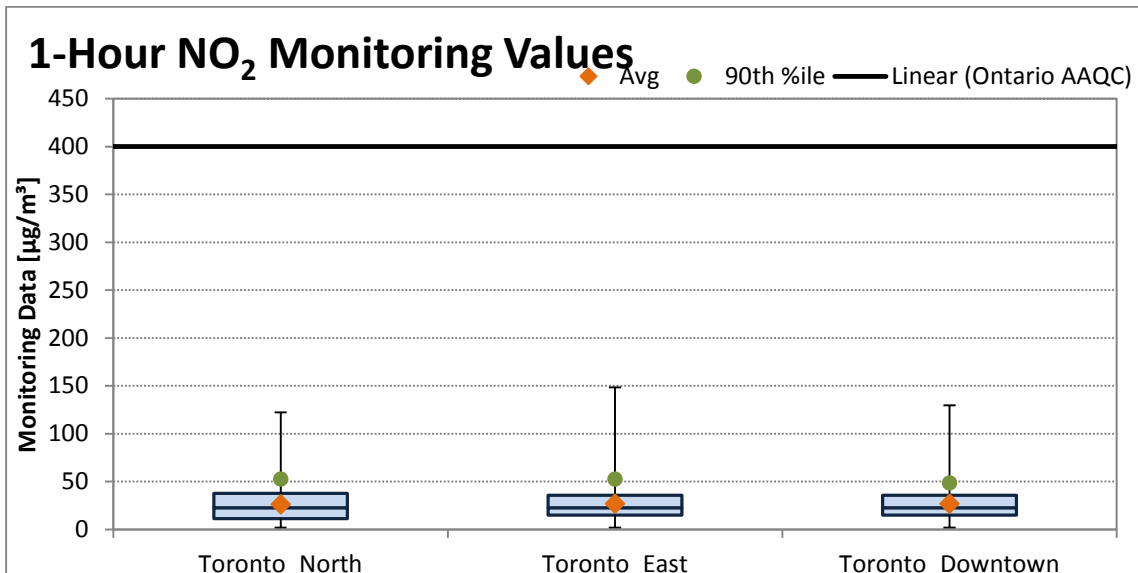


Figure B5-2: 1-hour Nitrogen Dioxide (NO₂) Monitoring Data

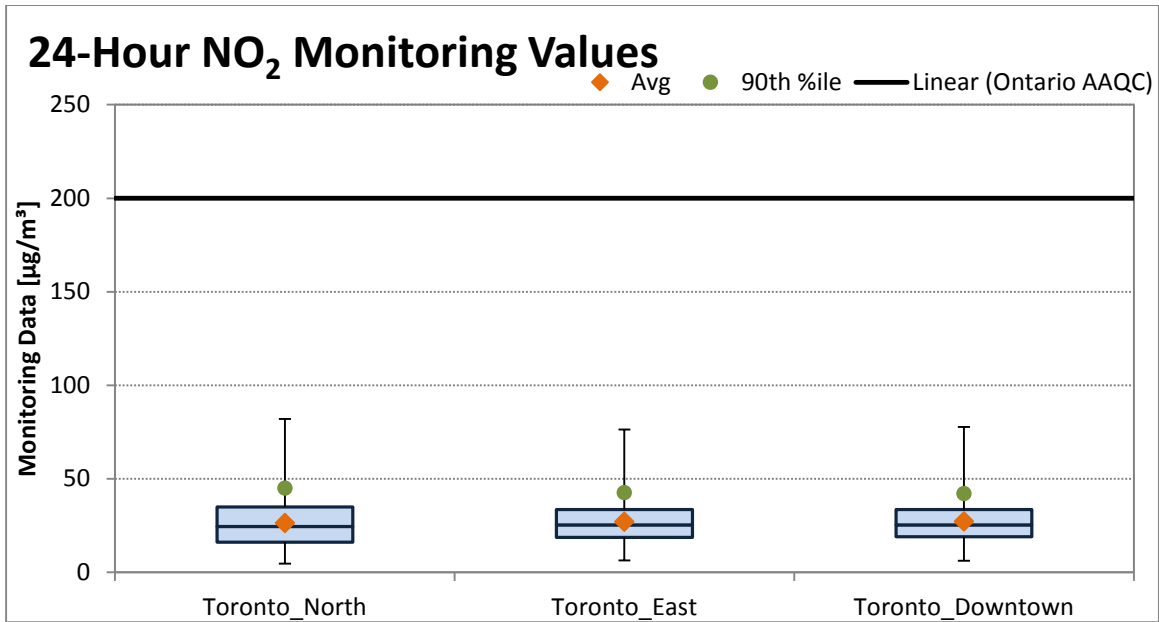


Figure B5-3: 24-hour Nitrogen Dioxide (NO₂) Monitoring Data

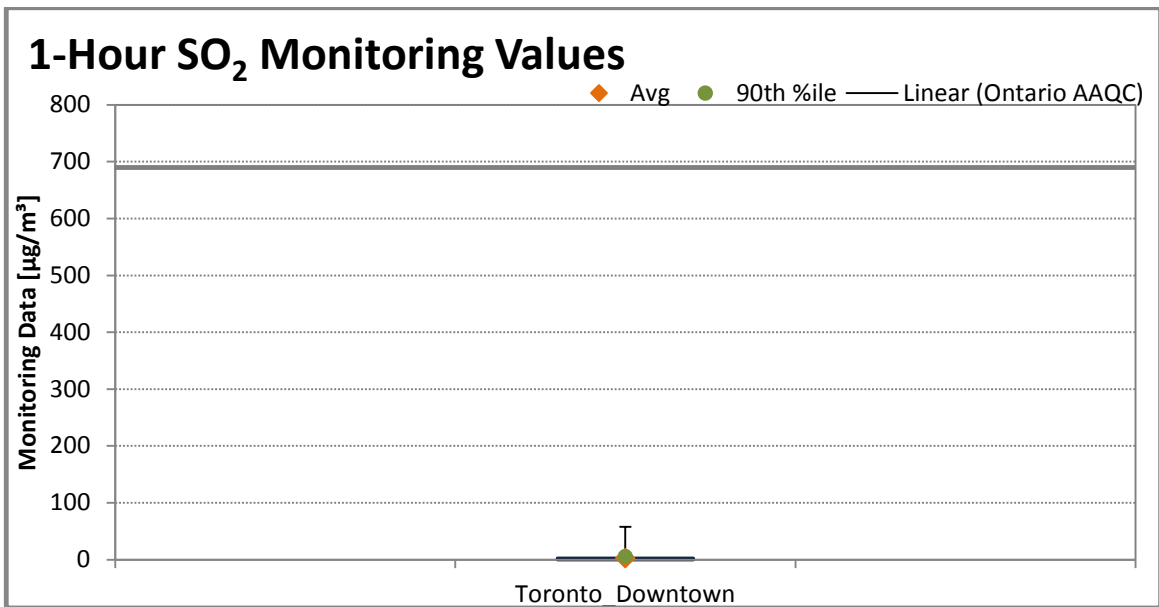


Figure B5-4: 1-hour Sulphur Dioxide (SO₂) Monitoring Data

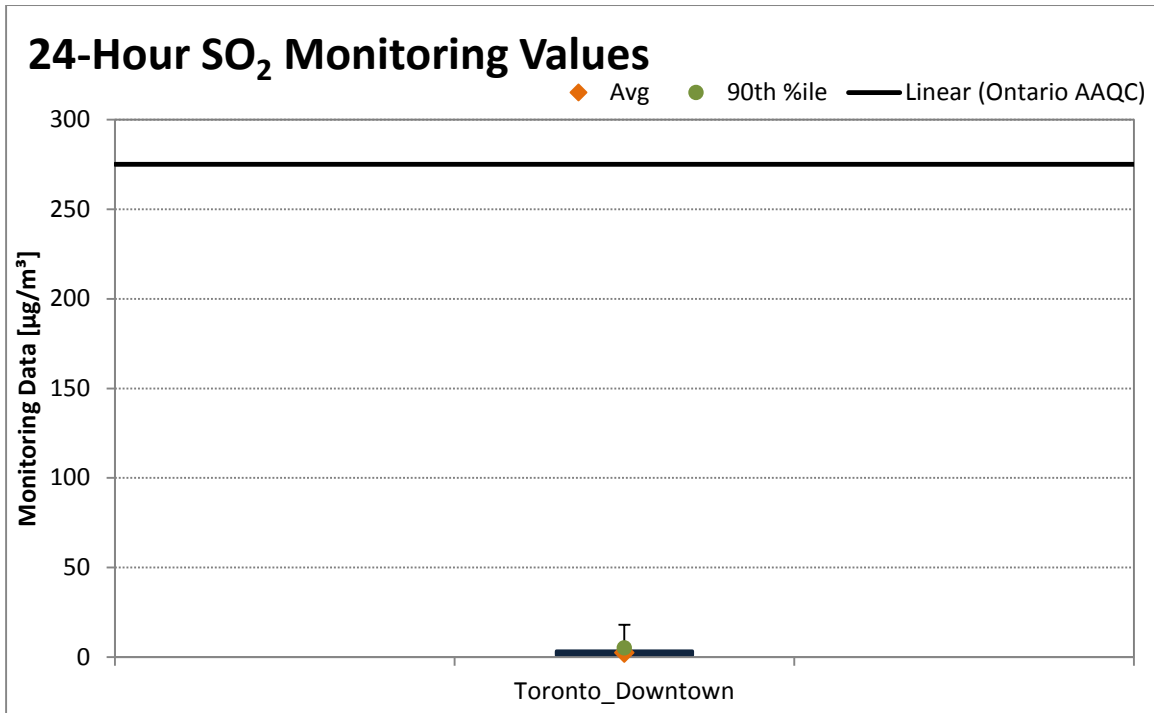


Figure B5-5: 24-hour Sulphur Dioxide (SO₂) Monitoring Data

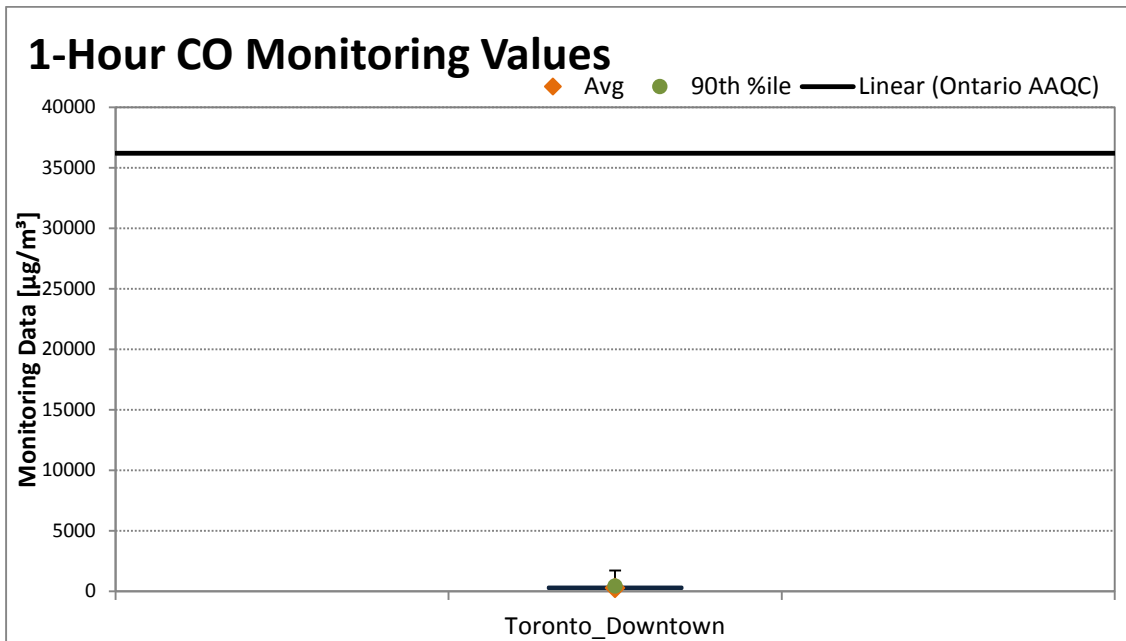


Figure B5-6: 1-hour Carbon Monoxide (CO) Monitoring Data

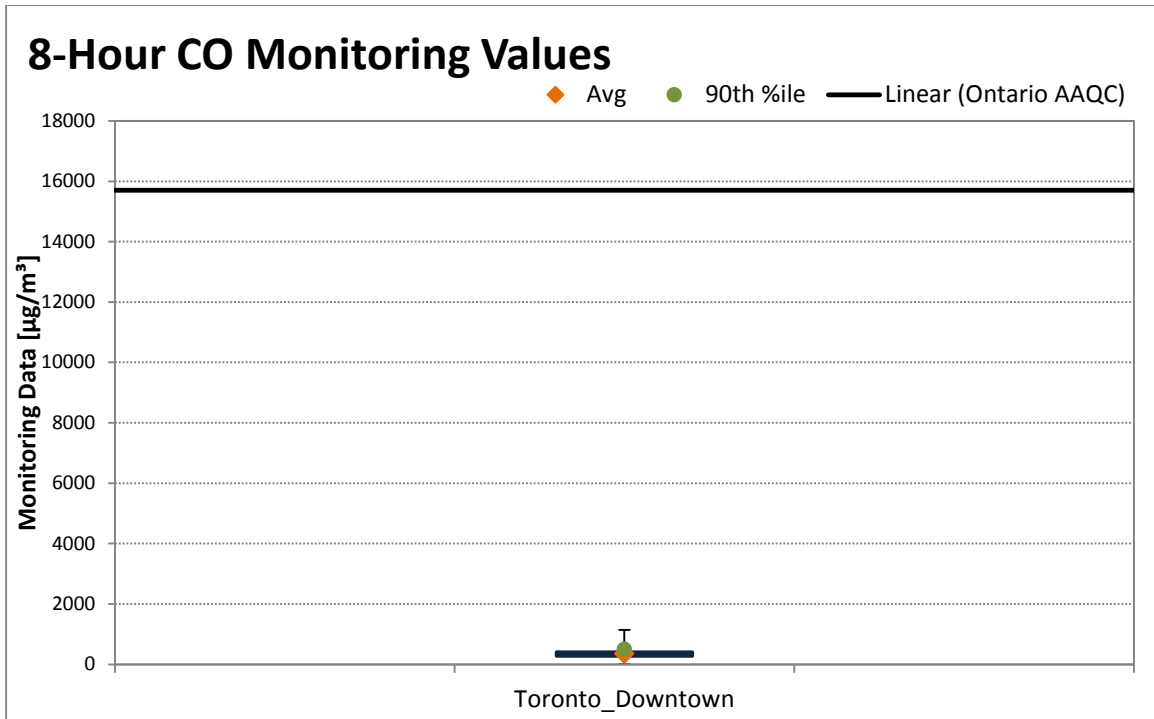


Figure B5-7: 8-hour Carbon Monoxide (CO) Monitoring Data

APPENDIX B6

FLOOD VULNERABILITY OF THE PROJECT SITE AT TODMORDEN JCT MEMORANDUM



MEMORANDUM

TO Paul Dalmazzi (Hydro One Networks Inc.)

DATE January 16, 2017

CC James Francis (Golder)

FROM Adwoa Cobbina and Andrew Forbes

PROJECT No. 1531167

LEASIDE TO MAIN INFRASTRUCTURE REFURBISHMENT PROJECT – FLOOD VULNERABILITY OF THE PROJECT SITE AT TODMORDEN JUNCTION

1.0 INTRODUCTION

Hydro One Networks Inc. (Hydro One) prepared a draft Environmental Study Report (ESR) to support the proposed upgrade of existing underground transmission infrastructure located in the eastern area of downtown Toronto. The upgrade includes the refurbishment of two sections of underground 115 kilovolt (kV) transmission cable from the existing H7L/H11L Circuit located between the following transmission facilities:

- Leaside Transformer Station (TS) and Todmorden Junction (JCT); and,
- Lumsden JCT and Main TS.

The Toronto and Region Conservation Authority (TRCA) reviewed the draft ESR, and, in turn, issued comments to Hydro One on November 14, 2016. The TRCA comments included the following with respect to flood vulnerability:

Please identify the TRCA floodplain and provide a discussion on flood vulnerability, especially with regards to works at and to the south of the Todmorden JCT on the valley floor. Please note that the construction area around Todmorden JCT area may be susceptible to flooding; thus, there may be a need to develop a flood contingency plan for implementation during the construction period.

The ESR has since been updated to include a discussion on flood vulnerability. This technical memorandum provides a summary of this discussion.

2.0 WATERSHED SUMMARY

The study area is located in the Don River watershed, immediately downstream of the confluence of the west and east branches of the Don River (Figure 1). Approximately two-thirds of the study area is located in the lower Taylor-Massey Creek subwatershed. The remaining approximate one-third of the study area is located mainly in the upper Lower Don River subwatershed, with a small portion extending into the lower portion of the Lower West Don River subwatershed.

Approximately 80% of the Don River watershed is urbanized, 4% is rural, and 16% is under natural cover (TRCA 2009). Approximately 35% of the Don River watershed has impervious cover (TRCA 2009). Due to the high level of impervious cover in the watershed, streamflow at the Don River exhibits a flashy response to rainfall events. In addition, a number of flood vulnerable areas are located throughout the watershed. One vulnerable area of particular relevance to the proposed project is the North Toronto Wastewater Treatment Plant. This area has been



MEMORANDUM

identified as a “known flood prone location in the Don River watershed” (TRCA 2009). Flood prone areas near the proposed project have been identified on Figure 1.

The Water Survey of Canada (WSC) actively monitors the Don River Watershed. There are several active stream gauge stations on the Don River, including the Don River at Todmorden Gauge Station (Station ID 02HC024). This gauge station is located approximately 1 km downstream of the project area.

3.0 VULNERABILITY OF THE PROJECT TO FLOODING

As previously described, streamflow at the Don River is highly responsive to rainfall and snowmelt generated runoff events due to the highly urbanized nature of the watershed (i.e., high level of impervious cover), meaning that even small amounts of precipitation in the catchment can have a large influence on surface water levels and flows at the river.

The TRCA maintains both a hydrologic model (a model that estimates the quantity of precipitation generated runoff and associated streamflow) and a hydraulic model (a model that describes the mechanics of flow – in this case to determine the water levels caused by the quantity of streamflow) for the Don River. Flood frequency in the Don River watershed has been predicted by TRCA based on the 2004 update of the hydrologic model (TRCA 2009). The results of the flood frequency analysis for the Don River at Todmorden Gauge Station are shown in Table 1, noting that the modelled flood flows presented herein range from the 2-year event to the regional storm (Hurricane Hazel). The floodplain under the regional storm is shown on Figure 1.

Table 1: Modeled Design Storm Peak Flows at the Don River at Todmorden Gauge Station

Return Period (years)	Peak Flows (m ³ /s)
2	139.8
5	210.4
10	263.7
25	339.7
50	395.4
100	458.7
Regional Storm	2,043.8

Source: TRCA 2009.

A review of the Don River hydraulic model indicates that a flow of 140 m³/s or greater would cause flooding of the low lying area around the North Toronto Wastewater Treatment Plant – recognizing that a flow of 140 m³/s is roughly equivalent to a 2-year or bankfull event (as shown in Table 1). Select peak recorded flows in the Don River that resulted in flood inundation of the low lying area around the North Toronto Wastewater Treatment Plant over the past 15 years are shown in Table 2. Based on the hydraulic model estimates, these events would have flooded the area to an estimated water depth of 0.5 to 1.4 m. The causes of many of the identified flood flows are high intensity, short duration storms during the summer months, noting that these high intensity events tend to overwhelm stormwater management systems (i.e., the facilities are unable to handle the rapid influx of stormwater). The selected events include the thunderstorm/tornado event of August 19, 2005 that resulted in rainfall accumulations of 100 to 130 mm in the Don River watershed over a one hour period, and a similar rainfall event in 2013 that comprised 97 mm of rainfall in Toronto over a two hour period (compounded by rainfall



MEMORANDUM

accumulations of almost 40 mm the day before that significantly reduced the area's stormwater storage capacity). In four of the past five years of available record from 2011 to 2015, a flood event larger than the bankfull condition has been observed at the low-lying area around the North Toronto Wastewater Treatment Plant. The return period for these flood events ranged from 2.6 to 6.8 years (excluding 2013, where the peak flow was not recorded and therefore the return period is not known).

With the positive trend in impervious cover in the Don River watershed, and the potential increase in extreme, high intensity precipitation events due to climate change, the Don River watershed will likely see an increase in flooding events.

Table 2: Peak Flows in the Don River Resulting in Flood Inundation Around the North Toronto Wastewater Treatment Plant

Year	Month of Peak Flow	Peak Annual Recorded Flow at Don River at Todmorden Station (m ³ /s) ¹	Modelled Flood Depth at the Water Treatment Plant (m) ²	Event Return Period (years) ³
2005	August	178	0.76	3.34
2012	July	216	1.12	5.33
2013	July	- ⁴	-	-
2014	June	236	1.34	6.82
2015	June	159	0.53	2.64

1. Source: values recorded for the Don River at Todmorden Station.
2. Derived based on results from running the hydraulic model.
3. Derived based on the modelled peak flows presented in Table 1.
4. Although a documented flooding event occurred in July 2013, peak flow data at the Todmorden Gauge Station for this event is not available in the station record.

4.0 MITIGATION OF FLOODING IMPACT DURING CONSTRUCTION

Proposed project activities during the construction phase that could potentially be impacted by flooding are:

- site preparation for a new underground cable route/duct bank, adjacent access road and temporary laydown areas;
- open trenching associated with project construction; and,
- construction of a temporary watercourse crossing.

To mitigate the flooding risks associated with working in a floodplain, mitigation measures will be implemented as appropriate. These measures will include:

- timing;
- limiting the material to be stored near Todmorden JCT;
- relocating vehicles and equipment as required; and,
- sediment controls.

Each of these mitigation measures is discussed in further detail below.



MEMORANDUM

Timing

Work within the floodplain areas will be timed to occur in drier seasons. Best efforts will be made to ensure that construction work occurs in dry or frozen conditions (e.g., winter or the height of summer) to the extent feasible. Although the flood vulnerability study indicates that flooding events tend to happen in the summer, statistically, the summer is still a drier season. To mitigate the impact of floods, weather conditions will be monitored on a daily basis during construction. If a major storm is predicted or occurs, qualified personnel will determine if work needs to be halted or postponed and, if necessary, inspect the site to determine whether any corrective actions need to be implemented.

Limiting the material to be stored near Todmorden JCT

The primary construction storage and laydown area will be located north of Leaside TS, well away from the identified floodplain areas. Long-term material stockpiles will be located outside the floodplain area, above the anticipated high water level. Any storage of materials near Todmorden JCT will be short-term (e.g., materials expected to be used imminently). No liquid chemicals (e.g., fuel, lubricants) will be stored within floodplain areas.

Relocating vehicles and equipment as required

Small vehicles and equipment will be relocated to the primary laydown area (near Leaside TS) at the end of each day and will not be stored overnight in floodplain areas. Large vehicles and equipment (e.g., excavators) may not be feasible to relocate each day but can be relocated if potential flood conditions can be reasonably expected.

Vehicle and equipment refueling will not be conducted within 100 m of water bodies. If refueling is required within 100 m of a water body (e.g., refueling in an emergency situation or for less mobile equipment such as excavators), special mitigation measures (such as mobile spill containment) will be employed.

Sediment controls

Sediment controls (e.g., silt fences) will be installed and maintained around the downgradient perimeter of all work and temporary access areas within the floodplain.

5.0 CLOSURE

We trust that this memorandum satisfies your requirements. If you have any questions, please contact the undersigned.

Adwoa Cobbina, M.A.Sc., P.Eng.
Water Resources Engineer

Andrew Forbes, M.Sc., P.Geo.
Associate



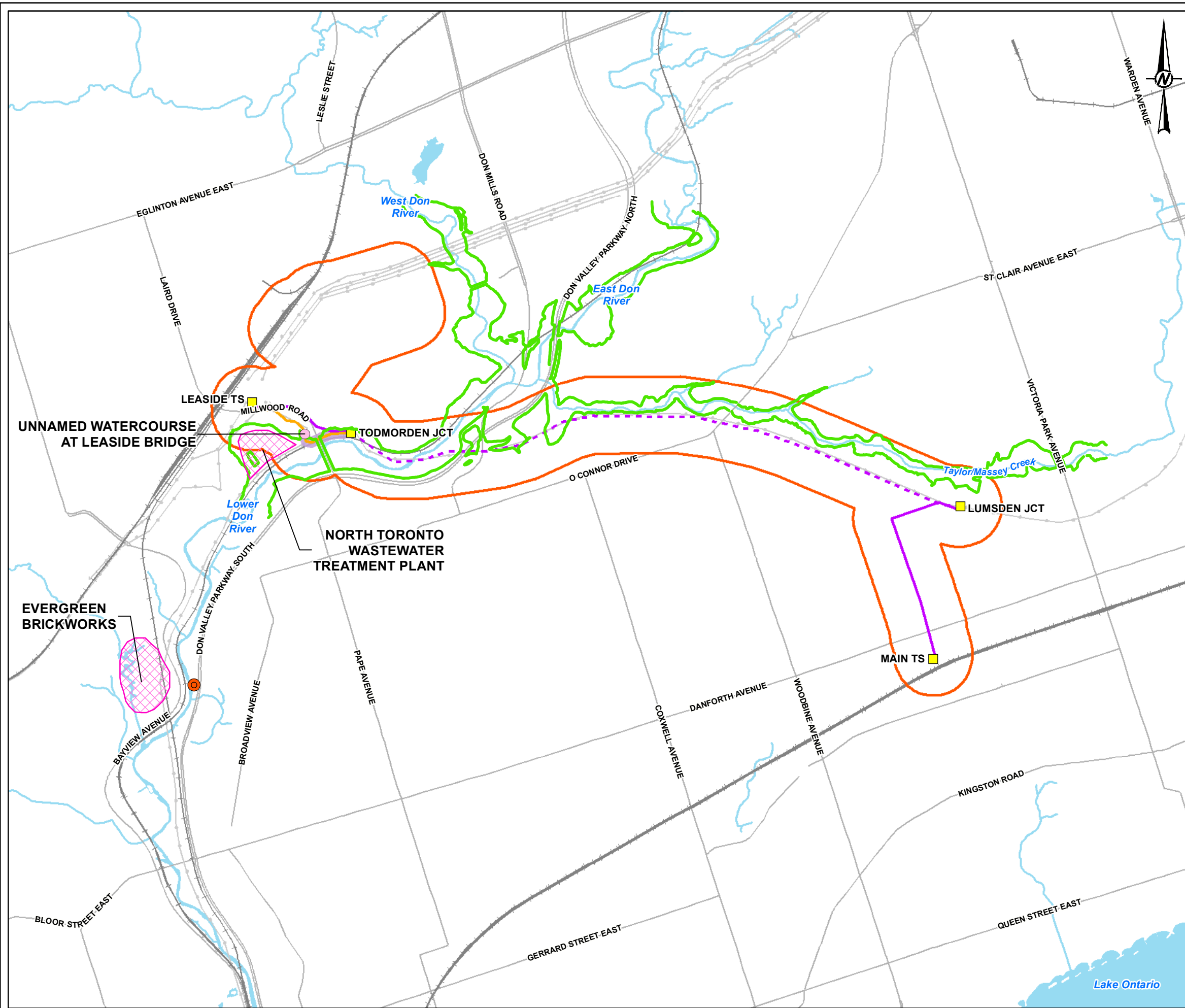
MEMORANDUM

6.0 REFERENCES

TRCA. 2009. Don River Watershed Plan: Surface Water Hydrology/Hydraulics and Stormwater Management - Report on Current Conditions. Retrieved from <http://www.trca.on.ca/the-living-city/watersheds/don-river/don-river-watershed-plan.dot>.

TRCA. 2016. *Comments on the Leaside to Main Infrastructure Refurbishment Project. Class Environmental Assessment. Environmental Study Report*. Received November 14, 2016.

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- LEGEND**
- WATER SURVEY OF CANADA GAUGING STATION
 - WATER CROSSING
 - ROAD
 - RAILWAY
 - TRANSMISSION LINE
 - WATERCOURSE
 - WATERBODY
 - TRANSFORMER STATION / JUNCTION
 - EXISTING UNDERGROUND CABLE
 - PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
 - EXISTING OVERHEAD SHIELD WIRE
 - TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) FLOODPLAIN
 - AFFECTED RIPARIAN ZONE
 - STUDY AREA
 - FLOOD PRONE AREA (BASED ON TRCA 2009)



REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
 FLOODPLAIN - TRCA, 2016
 PRODUCED BY GOLDER ASSOCIATES LTD UNDER LICENCE FROM
 ONTARIO MINISTRY OF NATURAL RESOURCES AND FORESTRY, © QUEENS PRINTER 2015
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
 FLOOD VULNERABLE AREAS IN THE PROJECT AREA

CONSULTANT	YYYY-MM-DD	2017-01-13
DESIGNED	CC/JR	
PREPARED	JR	
REVIEWED	CC/AC	
APPROVED	AF	

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APPENDIX B7

MINISTRY OF THE ENVIRONMENT AND CLIMATE CHANGE

WATER WELL RECORDS (2016)

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Table B7-1: Ministry of the Environment and Climate Change Water Well Records (2016)

WELL ID	DATE COMPLETED	DEPTH (mbgs)	STATIC WATER LEVEL (mbgs)	LITHOLOGY	ELEVATION (masl)	WATER FOUND DEPTH (m)	CASING MATERIAL	WELL USE
Wells Located in Study Area								
6929325	7/24/2005	0	0	-	129.96	-	Plastic	Observation Wells
6929763	12/1/2005	3.7	0	Overburden	127.95	-	Plastic	Test Hole
6930850	6/8/2006	9.1	0	Overburden	122.29	-	Plastic	Observation Wells
7045203	5/24/2007	0	0	-	100.12	-	Plastic	Observation Wells
7048747	8/1/2007	0	0	-	89.59	-	Plastic	Abandoned-Other
7101219	8/3/2007	0	0	-	126.60	-	-	Test Hole
7120634	1/30/2009	15.1	0	-	128.86	-	Plastic	Test Hole
7101219	NULL	0	0	-	126.29	-	-	Test Hole
7120634	1/30/2009	0	0	-	128.86	-	Plastic	Test Hole
7120634	1/30/2009	0	0	-	127.84	-	Plastic	Test Hole
7151782	7/7/2010	5.5	1.8	-	92.24	-	Steel	Test Hole
7151783	7/6/2010	5.5	0	-	92.30	-	Plastic	Observation Wells
7164335	5/19/2011	6.1	0	-	-	-	Plastic	Test Hole
7176352	10/18/2011	0	0	-	-	-	-	-
7176917	12/20/2011	4.3	0	-	-	-	Plastic	Monitoring and Test Hole
7178619	3/8/2012	6.1	0	-	-	-	Plastic	Test Hole
7179961	2/1/2012	5.5	0	-	-	-	Plastic	Test Hole
7179290	10/27/2011	0	0	-	-	-	-	-
7195392	12/12/2012	9.1	0	-	-	-	Plastic	Test Hole
7199432	11/1/2012	0	0	-	-	-	-	Abandoned-Other
7199433	11/1/2012	0	0	-	-	-	-	Abandoned-Other
7205252	6/26/2013	6.4	0	-	-	-	Plastic	Test Hole
7205253	6/19/2013	5.9	0	-	-	-	Plastic	Test Hole
7205418	7/3/2013	0	0	-	-	-	-	-
7205499	5/17/2013	0	0	-	-	-	-	-
7210636	7/18/2013	0	0	-	-	-	-	-
7211130	9/12/2013	15.2	0	-	-	9	Plastic	Observation Wells
7211132	9/10/2013	15.2	0	-	-	9	Plastic	Observation Wells
7211134	9/9/2013	15.2	0	-	-	9	Plastic	Observation Wells
7211404	5/16/2013	0	0	-	-	-	-	-
7221202	4/16/2014	7.6	0	-	-	-	Plastic	Test Hole

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

WELL ID	DATE COMPLETED	DEPTH (mbgs)	STATIC WATER LEVEL (mbgs)	LITHOLOGY	ELEVATION (masl)	WATER FOUND DEPTH (m)	CASING MATERIAL	WELL USE
7225111	5/15/2013	0	0	-	-	-	-	-
7229902	7/10/2014	0	0	-	-	-	-	-
7234113	11/3/2014	0	0	-	-	-	-	-
7237204	11/12/2014	1.9	0	-	-	-	Plastic	Observation Wells
7237206	11/12/2014	6.1	0	-	-	-	Plastic	Observation Wells
7240976	3/10/2015	0	0	-	-	-	-	-
7243133	2/26/2015	0	0	-	-	-	-	-
7243468	2/27/2015	0	0	-	-	-	-	-
7244497	5/25/2015	6.1	0	-	-	-	Plastic	Observation Wells
6927642	1/21/2004	21	12.2	Overburden	129.91	12	Steel	Dewatering
6927734	3/15/2004	0	0	-	129.95	-	-	Abandoned-Other
7048095	7/16/2007	8.2	0	-	122.28	-	Plastic	Abandoned-Other
7113885	9/23/2008	3	0	-	90.11	-	Plastic	Observation Wells
7123760	4/28/2009	6.1	0	-	130.12	-	Plastic	Monitoring and Test Hole
7101219	NULL	0	0	-	127.57	-	-	Test Hole
7101219	NULL	0	0	-	127.70	-	-	Test Hole
7101219	NULL	0	0	-	127.03	-	-	Test Hole
7142200	3/2/2010	6.7	0	-	131.16	-	Plastic	Monitoring and Test Hole
7151784	7/5/2010	15.2	0	-	92.24	-	Plastic	Observation Wells
7154452	5/14/2010	38	0	-	129.93	-	Plastic	Test Hole
7161372	3/18/2011	9.1	0	-	-	-	Plastic	Monitoring and Test Hole
7170022	9/23/2011	6.1	0	-	-	-	Plastic	Observation Wells
7176918	12/20/2011	7.6	0	-	-	-	Plastic	Monitoring and Test Hole
7178618	3/8/2012	6.1	0	-	-	-	Plastic	Test Hole
7178620	3/8/2012	6.1	0	-	-	-	Plastic	Test Hole
7184001	6/12/2012	6.1	0	-	-	-	Plastic	Observation Wells
7195391	12/12/2012	7.6	0	-	-	-	Plastic	Test Hole
7196471	1/25/2013	1.9	0	-	-	1.5	Plastic	Observation Wells
7205254	6/17/2013	12.2	0	-	-	-	Plastic	-
7211131	9/11/2013	18.3	0	-	-	9	Plastic	Observation Wells
7211133	9/10/2013	15.2	0	-	-	9	Plastic	Observation Wells
7211135	9/9/2013	15.2	0	-	-	9	Plastic	Observation Wells
7220430	4/15/2014	9.1	0	-	-	-	Plastic	Test Hole
7221151	4/16/2014	2.3	0	-	-	-	Plastic	Monitoring and Test Hole
7221203	4/16/2014	7.6	0	-	-	-	Plastic	Test Hole

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

WELL ID	DATE COMPLETED	DEPTH (mbgs)	STATIC WATER LEVEL (mbgs)	LITHOLOGY	ELEVATION (masl)	WATER FOUND DEPTH (m)	CASING MATERIAL	WELL USE
7231798	9/14/2014	3.8	0	-	-	-	Plastic	Observation Wells
7236063	10/24/2014	0	0	-	-	-	-	-
7237205	11/12/2014	6.1	0	-	-	-	Plastic	Observation Wells
7246741	7/28/2015	71.6	0	-	-	1.2	Plastic	Observation Wells
Wells Located Within 50 m of the Study Area								
6928425	7/19/2004	9.1	0	Overburden	123.47	-	-	Observation Wells
6929397	8/29/2005	6	0	Overburden	129.74	3.2	Plastic	Observation Wells
6929815	12/11/2005	0	0	-	131.03	-	-	Observation Wells
7117913	11/6/2008	4.6	0	-	129.14	-	Plastic	Test Hole
7106466	4/15/2008	0	0	-	124.99	-	-	Test Hole
7143443	4/1/2010	6.1	0	-	130.90	-	Plastic	Observation Wells
7143443	4/1/2010	0	0	-	130.90	-	Plastic	Observation Wells
7181349	4/4/2012	0	0	-	-	-	-	Abandoned
7205540	12/21/2012	0	0	-	-	-	Plastic	Test Hole
7106466	4/17/2008	7.6	0	-	125.83	-	-	Test Hole
7106466	4/14/2008	0	0	-	125.87	-	-	Test Hole
7106466	4/14/2008	0	0	-	126.28	-	-	Test Hole
7106466	4/14/2008	0	0	-	124.81	-	-	Test Hole
7106466	4/15/2008	0	0	-	126.14	-	-	Test Hole
7106466	4/15/2008	0	0	-	125.02	-	-	Test Hole
7106466	4/17/2008	0	0	-	126.31	-	-	Test Hole
7120634	1/30/2009	0	0	-	131.75	-	Plastic	Test Hole
7120634	1/30/2009	0	0	-	131.86	-	Plastic	Test Hole

Source: MOECC, 2016

Note: “-“ = parameter not measured or reported.

APPENDIX B8

BASELINE NATURAL HERITAGE SURVEYS

DATE September 27, 2016**PROJECT No.** 1531167
GAL-007-TM-V6**TO** Paul Dalmazzi
Hydro One Networks Inc.**CC** Derek Morningstar, Danny da Silva, James Francis, Ana Rincon-Gomez (Golder Associates Ltd.)**FROM** Richard Booth (Golder Associates Ltd.)**EMAIL** Richard_Booth@golder.com**LEASIDE TO MAIN INFRASTRUCTURE REFURBISHMENT PROJECT – BASELINE NATURAL HERITAGE SURVEYS**

1.0 BASELINE NATURAL HERITAGE SURVEYS**1.1 Introduction**

Hydro One Networks Inc. (Hydro One) is planning to upgrade existing transmission infrastructure located in the eastern area of downtown Toronto. Specifically, Hydro One is planning to refurbish two sections of underground 115 kilovolt (kV) transmission cable of the existing H7L/H11L Circuit located between the following transmission facilities:

- Leaside Transformer Station (TS) and Todmorden Junction (JCT); and
- Lumsden JCT and Main TS.

The refurbishment of this transmission infrastructure is referred to as the Leaside to Main Infrastructure Refurbishment Project (herein referred to as “the proposed project”). Hydro One initially planned to replace and upgrade the overhead shield wire between Todmorden JCT and Lumsden JCT at approximately the same time as the underground cable replacement work was planned. The overhead shield wire replacement was originally included as part of the study area for the proposed project and communication strategy due to its close proximity and parallel schedule. This shield wire work has now been postponed and is currently being re-evaluated by Hydro One to determine if there are additional opportunities to combine this work with future refurbishment activities. Hydro One will notify First Nations communities and stakeholders in the future, when more information is available about the scope and schedule for this work.

Hydro One has retained Golder Associates Ltd. (Golder) to conduct baseline natural heritage surveys to support the Class Environmental Assessment (Class EA) being carried out to assess the potential environmental effects of the proposed project in accordance with the requirements of the Ontario *Environmental Assessment Act* (EA Act) and the *Class Environmental Assessment for Minor Transmission Facilities* (Ontario Hydro 1992). Section 2.1.8 of the *Provincial Policy Statement, 2014* (PPS 2014) states that development and site alteration shall not be permitted on lands adjacent to natural heritage features “unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”

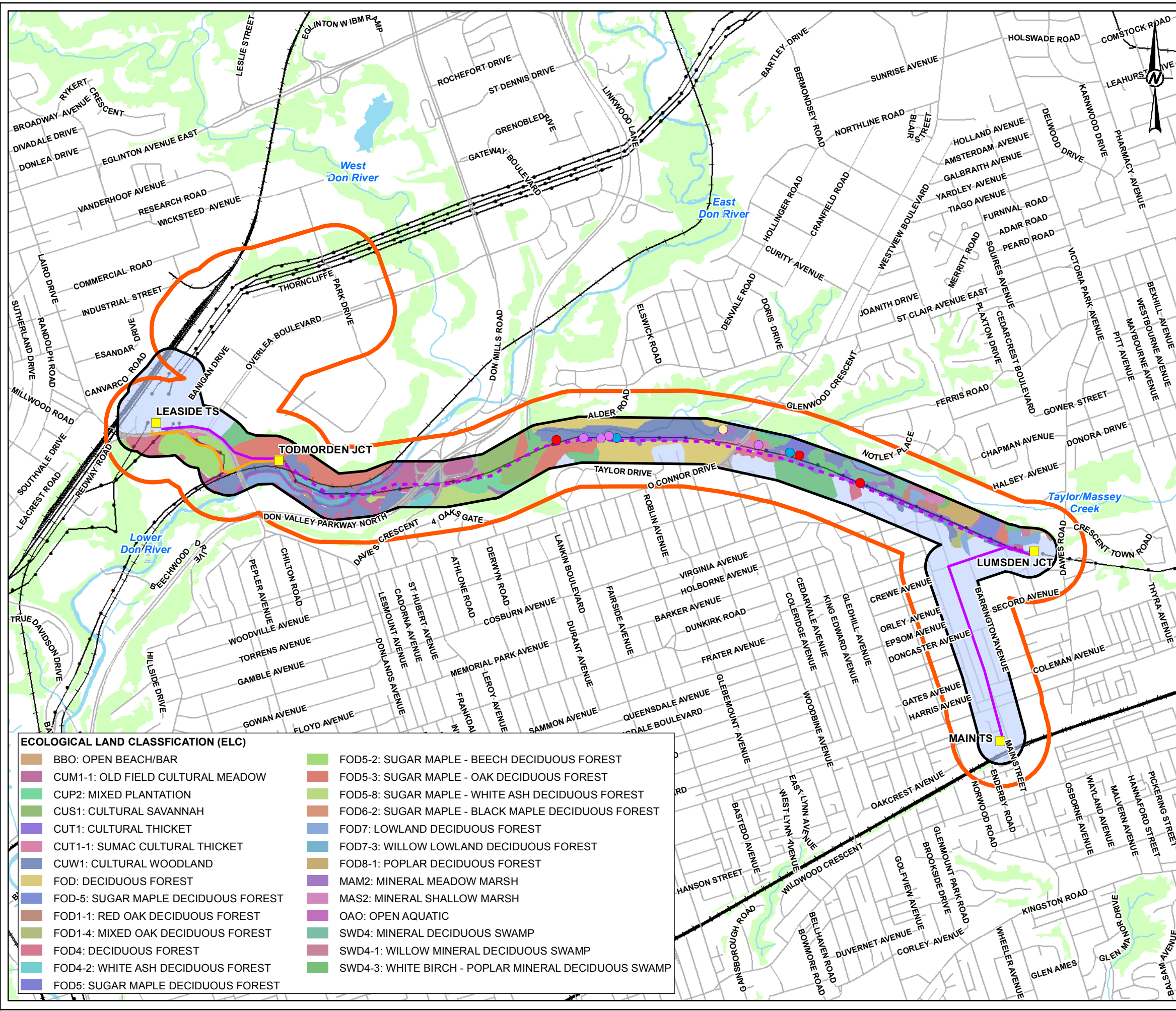


For the purposes of assessing natural heritage features that may potentially be affected by the proposed project, a 120-metre (m) buffer around the existing underground cable routes, the proposed alternate route for the underground cable replacement between Leaside TS and Todmorden JCT, and the existing overhead shield wire was used to define the study area for natural heritage (Figure 1), referred to as the natural heritage study area, consistent with the requirements of the PPS (2014).

Although the potential effects of the overhead shield wire work will not be assessed as part of the Class EA for the proposed project due to the postponement of the overhead shield wire work, the natural heritage study area still reflects the overhead transmission line corridor to present the background information and field survey results that have been collected to date, to inform future conversations and construction planning in this area.

1.1.1 Participation of the Mississaugas of the New Credit First Nation in Natural Heritage Field Surveys

Field Liaison Representatives (FLRs) from the Mississaugas of the New Credit First Nation participated in natural heritage field surveys completed to support the Class EA for the proposed project and to inform future conversations and construction planning in this area. Specifically, two FLRs participated in and oversaw natural heritage fieldwork completed in April to June 2016.



- LEGEND**
- DRAINAGE FEATURE
 - PERCHED WETLAND
 - POND
 - SEEP
 - ROAD
 - RAILWAY
 - TRANSMISSION LINE
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - EXISTING UNDERGROUND CABLE
 - PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
 - EXISTING OVERHEAD SHIELD WIRE
 - STUDY AREA
 - NATURAL HERITAGE STUDY AREA
 - COMMERCIAL / RESIDENTIAL
 - PARK
 - RAIL
 - ROAD

REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE

CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
 ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA

CONSULTANT	YYYY-MM-DD	2016-09-26
DESIGNED	JR	
PREPARED	JR / CGE	
REVIEWED	DM	
APPROVED	RB	

ECOLOGICAL LAND CLASSIFICATION (ELC)

BBO: OPEN BEACH/BAR	FOD5-2: SUGAR MAPLE - BEECH DECIDUOUS FOREST
CUM1-1: OLD FIELD CULTURAL MEADOW	FOD5-3: SUGAR MAPLE - OAK DECIDUOUS FOREST
CUP2: MIXED PLANTATION	FOD5-8: SUGAR MAPLE - WHITE ASH DECIDUOUS FOREST
CUS1: CULTURAL SAVANNAH	FOD6-2: SUGAR MAPLE - BLACK MAPLE DECIDUOUS FOREST
CUT1: CULTURAL THICKET	FOD7: LOWLAND DECIDUOUS FOREST
CUT1-1: SUMAC CULTURAL THICKET	FOD7-3: WILLOW LOWLAND DECIDUOUS FOREST
CUW1: CULTURAL WOODLAND	FOD8-1: POPLAR DECIDUOUS FOREST
FOD: DECIDUOUS FOREST	MAM2: MINERAL MEADOW MARSH
FOD-5: SUGAR MAPLE DECIDUOUS FOREST	MAS2: MINERAL SHALLOW MARSH
FOD1-1: RED OAK DECIDUOUS FOREST	OAO: OPEN AQUATIC
FOD1-4: MIXED OAK DECIDUOUS FOREST	SWD4: MINERAL DECIDUOUS SWAMP
FOD4: DECIDUOUS FOREST	SWD4-1: WILLOW MINERAL DECIDUOUS SWAMP
FOD4-2: WHITE ASH DECIDUOUS FOREST	SWD4-3: WHITE BIRCH - POPLAR MINERAL DECIDUOUS SWAMP
FOD5: SUGAR MAPLE DECIDUOUS FOREST	

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1.2 Ecological Land Classification

1.2.1 Methods

Ecological Land Classification (ELC) was conducted to form an understanding of the natural environment and natural heritage features in the natural heritage study area. In addition, ELC was used to identify potential presence of rare vegetation communities and the assessment of habitat potential for plant and wildlife species, including species at risk.

Vegetation communities (or ecosites) in the natural heritage study area were delineated using high-resolution aerial imagery and supplemented with information gathered on vegetation communities during field surveys completed on July 31 and August 7, 2015, and May 19, 2016. Vegetation communities were then classified using the ELC system for southern Ontario (Lee et al. 1998; Lee 2008).

1.2.2 Results

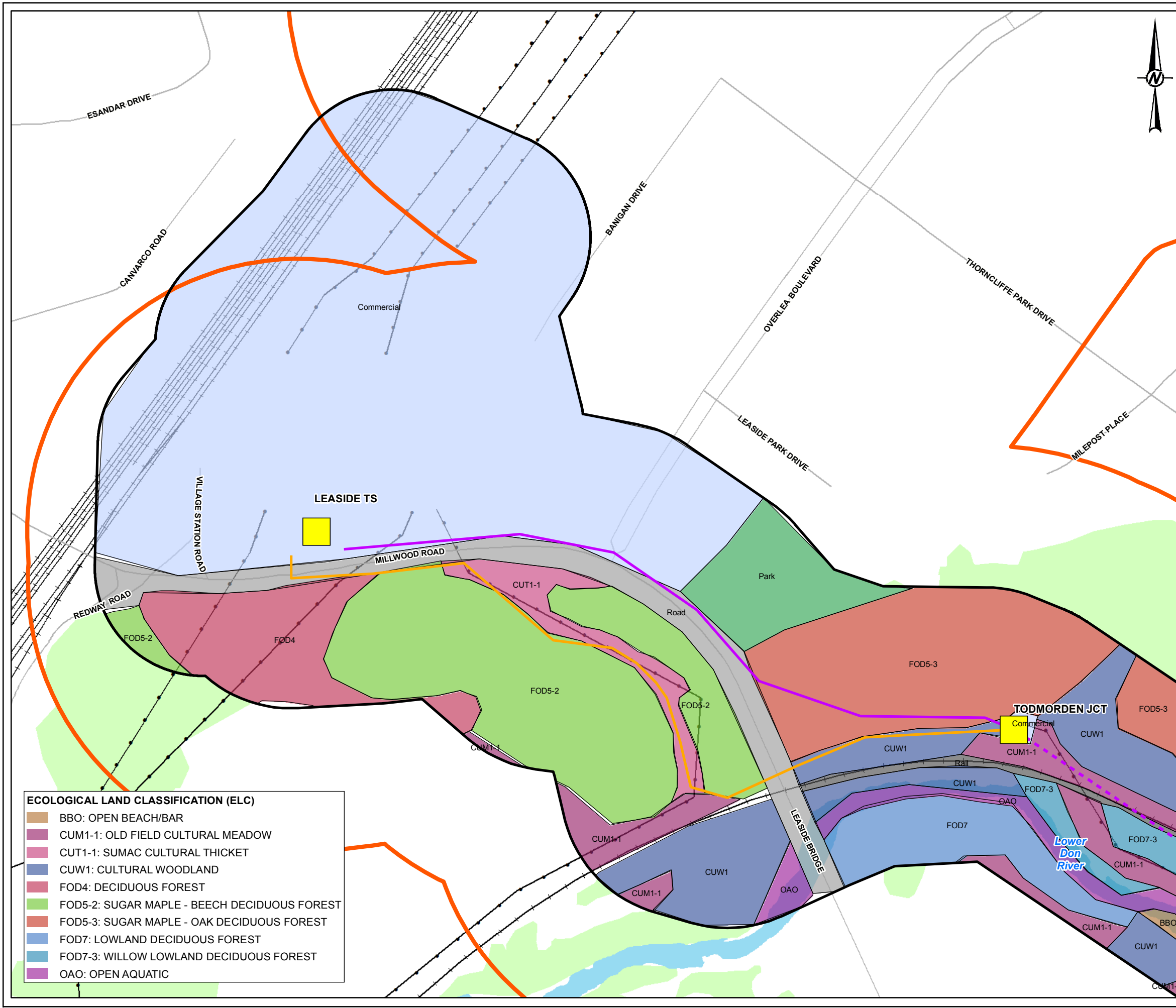
The natural heritage study area spans approximately 166.6 hectares (ha). The ELC mapping identified 26 vegetation communities (or ecosites) in the natural heritage study area (Table 1; Figures 2-1 to 2-6), which combined represent approximately 53% (88.65 ha) of the natural heritage study area. This includes 37.32 ha of cultural vegetation communities, which represent approximately 43% of the vegetation communities in the natural heritage study area. The remainder of the natural heritage study area (77.89 ha; 47% of the natural heritage study area) is composed of developed land cover types, including roads, railroads, recreational parks, and industrial, commercial and residential development.

Table 1: Ecological Land Classification Ecosites in the Natural Heritage Study Area

Ecological Land Classification Ecosite ^(a)		Area in the Natural Heritage Study Area [ha]	Percent of the Natural Heritage Study Area [%]
Code	Name		
BBO	Open Beach/Bar	0.10	0.06
CUM1-1	Dry-Moist Old Field Meadow	7.86	4.72
CUP2	Mixed Plantation	1.94	1.16
CUS1	Mineral Cultural Savannah	5.12	3.07
CUT1	Mineral Cultural Thicket	4.02	2.41
CUT1-1	Sumac Cultural Thicket	0.83	0.50
CUW1	Mineral Cultural Woodland	17.55	10.53
FOD	Deciduous Forest	9.41	5.65
FOD1-1	Dry-Fresh Red Oak Deciduous Forest	0.74	0.44
FOD1-4	Dry-Fresh Mixed Oak Deciduous Forest	0.58	0.35
FOD4	Dry-Fresh Deciduous Forest	3.06	1.84
FOD4-2	Dry-Fresh White Ash Deciduous Forest	0.65	0.39
FOD5	Dry-Fresh Sugar Maple Deciduous Forest	2.29	1.37
FOD5-2	Dry-Fresh Sugar Maple-Beech Deciduous Forest	5.14	3.09
FOD5-3	Dry-Fresh Sugar Maple-Oak Deciduous Forest	10.74	6.45
FOD5-8	Dry-Fresh Sugar Maple-White Ash Deciduous Forest	2.43	1.46
FOD6-2	Fresh-Moist Sugar Maple-Black Maple Deciduous Forest	0.37	0.22
FOD7	Fresh-Moist Lowland Deciduous Forest	3.7	2.22
FOD7-3	Fresh-Moist Willow Lowland Deciduous Forest	2.04	1.22
FOD8-1	Fresh-Moist Poplar Deciduous Forest	1.87	1.12
MAM2	Mineral Meadow Marsh	0.79	0.47
MAS2	Mineral Shallow Marsh	2.47	1.48

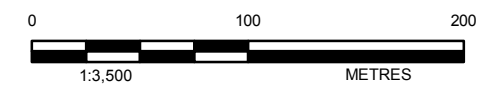
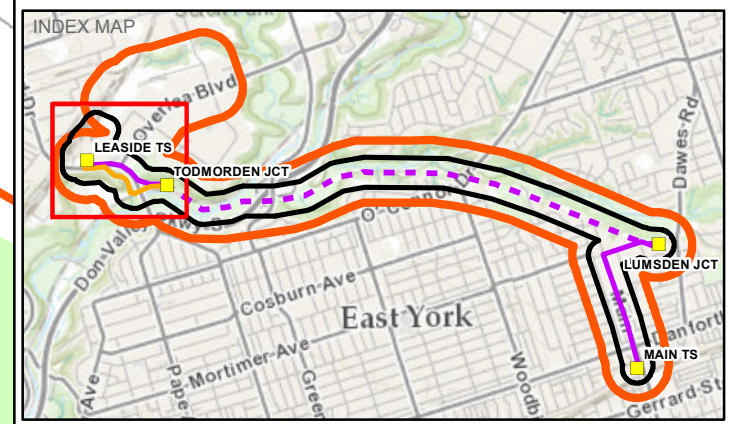
Ecological Land Classification Ecosite ^(a)		Area in the Natural Heritage Study Area [ha]	Percent of the Natural Heritage Study Area [%]
Code	Name		
OAO	Open Aquatic	1.93	1.16
SWD4	Mineral Deciduous Swamp	1.97	1.18
SWD4-1	Willow Mineral Deciduous Swamp	0.90	0.54
SWD4-3	White Birch-Poplar Mineral Deciduous Swamp	0.16	0.10
Total		88.65	53.23%

^(a) Source: Lee et al. 1998; Lee 2008.



LEGEND

- ROAD
- RAILWAY
- TRANSMISSION LINE
- WATERBODY
- WOODED AREA
- TRANSFORMER STATION / JUNCTION
- EXISTING UNDERGROUND CABLE
- PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
- EXISTING OVERHEAD SHIELD WIRE
- STUDY AREA
- NATURAL HERITAGE STUDY AREA
- COMMERCIAL / RESIDENTIAL
- PARK
- RAIL
- ROAD



REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

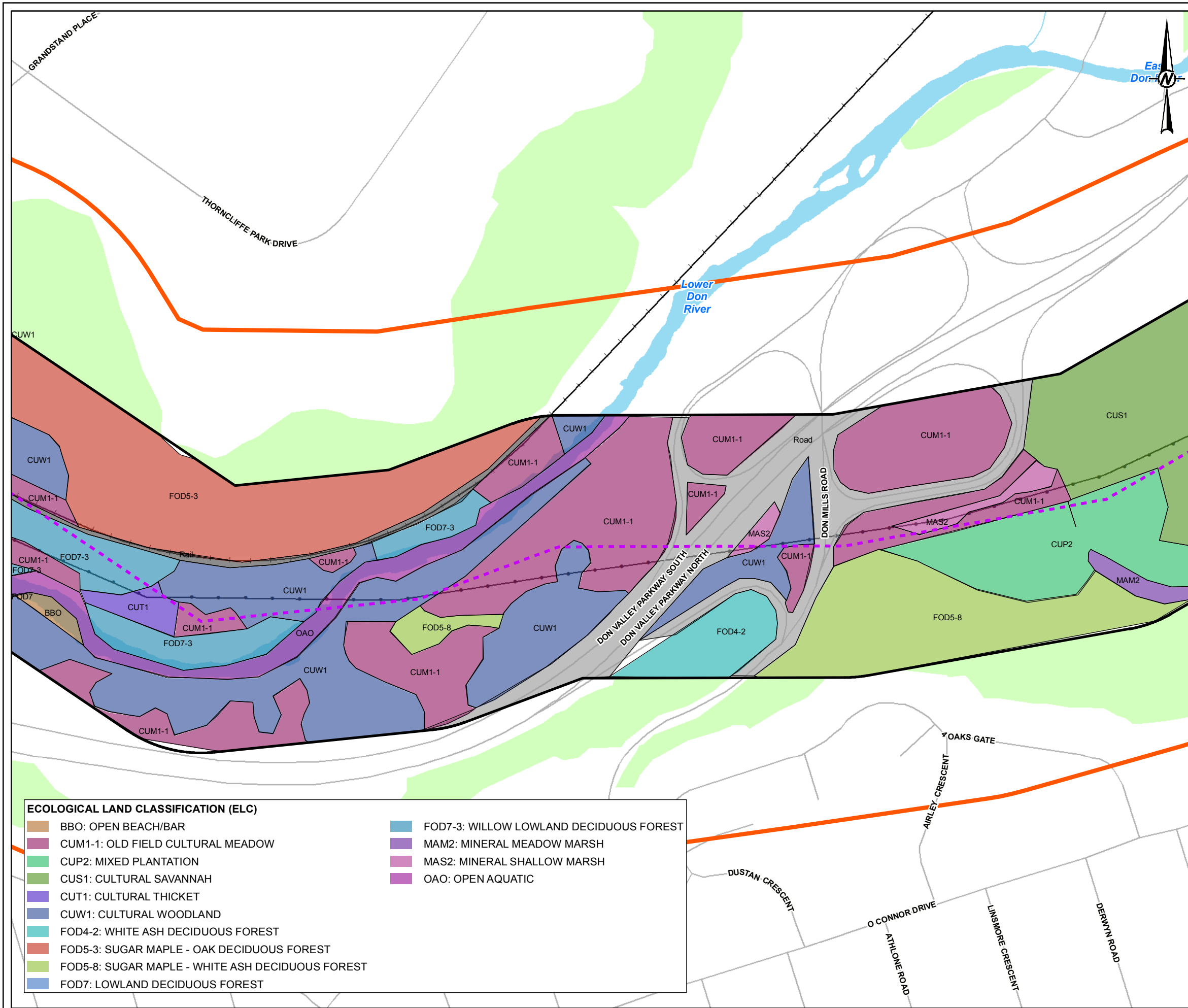
TITLE
 ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA

CONSULTANT	YYYY-MM-DD	2016-09-26
DESIGNED	JR	
PREPARED	JR / CGE	
REVIEWED	DM	
APPROVED	RB	

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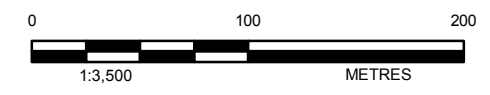
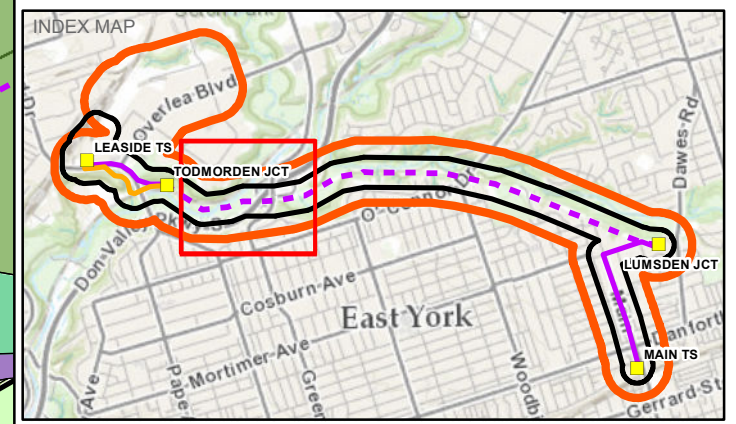
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LEGEND

- ROAD
- + RAILWAY
- TRANSMISSION LINE
- WATERBODY
- WOODED AREA
- TRANSFORMER STATION / JUNCTION
- - - EXISTING OVERHEAD SHIELD WIRE
- ▭ STUDY AREA
- ▭ NATURAL HERITAGE STUDY AREA
- ▭ RAIL
- ▭ ROAD



REFERENCE(S)
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CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
**ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA**

CONSULTANT	YYYY-MM-DD	2016-09-26
DESIGNED	JR	
PREPARED	JR / CGE	
REVIEWED	DM	
APPROVED	RB	

PROJECT NO. 1531167 CONTROL - REV. 1 FIGURE 2-2

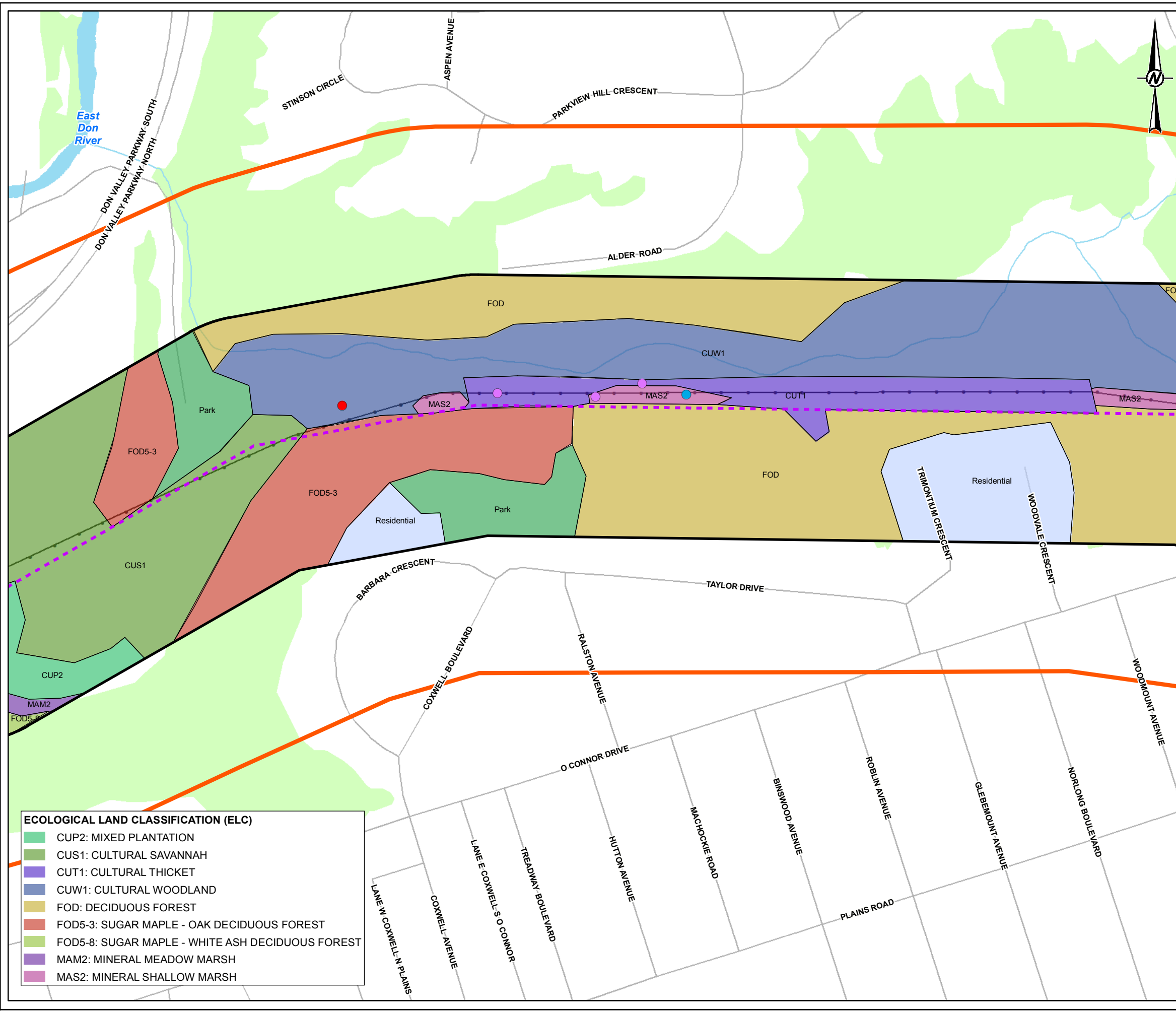
ECOLOGICAL LAND CLASSIFICATION (ELC)

BBO: OPEN BEACH/BAR	FOD7-3: WILLOW LOWLAND DECIDUOUS FOREST
CUM1-1: OLD FIELD CULTURAL MEADOW	MAM2: MINERAL MEADOW MARSH
CUP2: MIXED PLANTATION	MAS2: MINERAL SHALLOW MARSH
CUS1: CULTURAL SAVANNAH	OAO: OPEN AQUATIC
CUT1: CULTURAL THICKET	
CUW1: CULTURAL WOODLAND	
FOD4-2: WHITE ASH DECIDUOUS FOREST	
FOD5-3: SUGAR MAPLE - OAK DECIDUOUS FOREST	
FOD5-8: SUGAR MAPLE - WHITE ASH DECIDUOUS FOREST	
FOD7: LOWLAND DECIDUOUS FOREST	

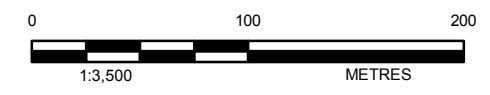
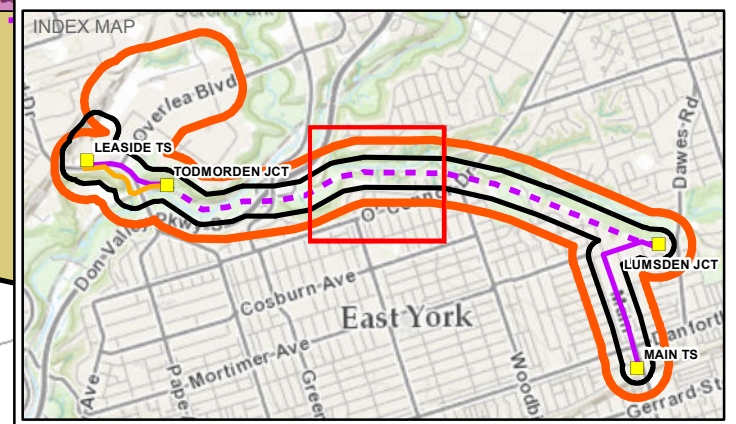
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- LEGEND**
- DRAINAGE FEATURE
 - PERCHED WETLAND
 - SEEP
 - ROAD
 - TRANSMISSION LINE
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - - - EXISTING OVERHEAD SHIELD WIRE
 - ▭ STUDY AREA
 - ▭ NATURAL HERITAGE STUDY AREA
 - ▭ COMMERCIAL / RESIDENTIAL
 - PARK



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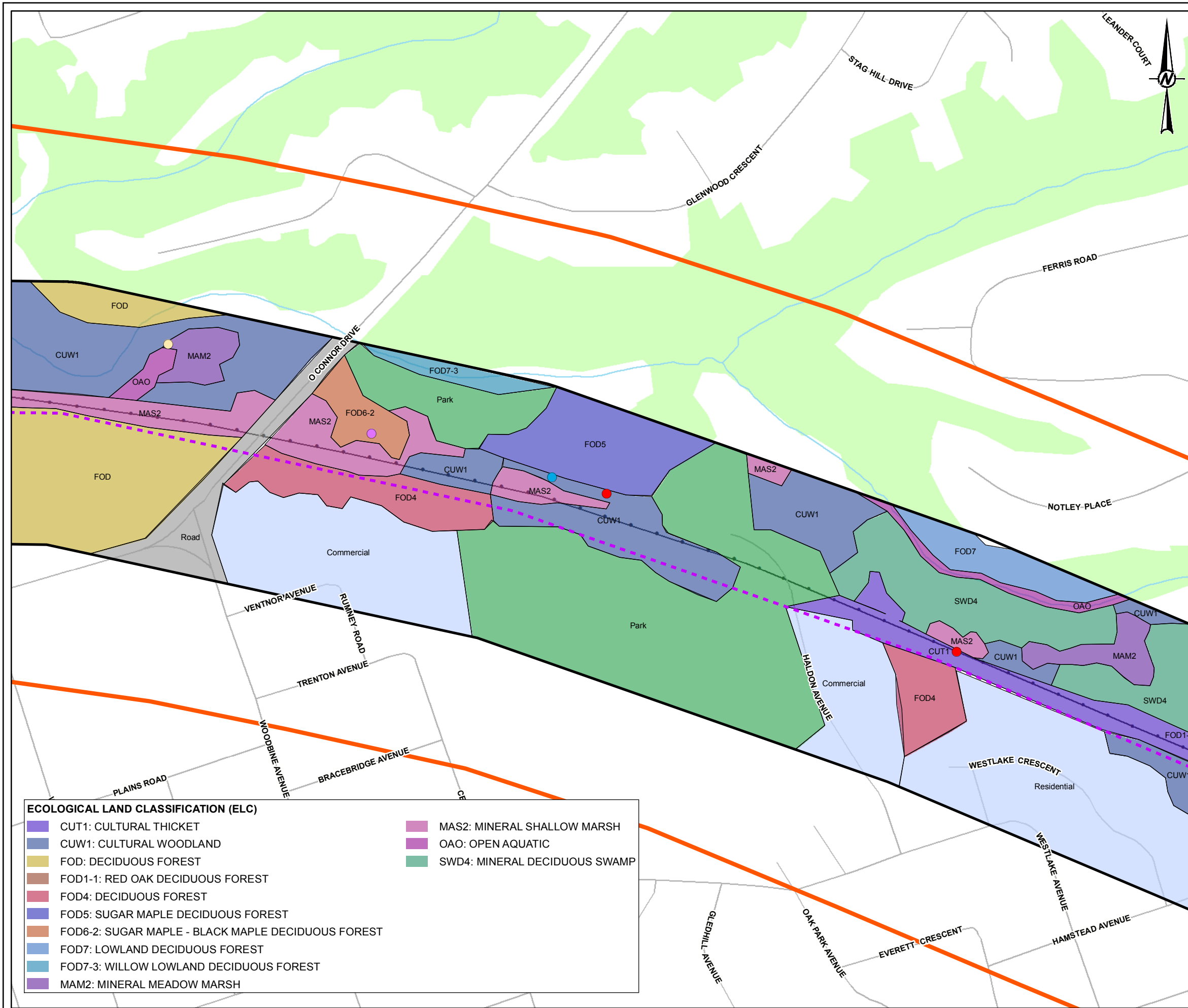
TITLE
**ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA**

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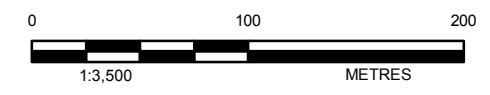
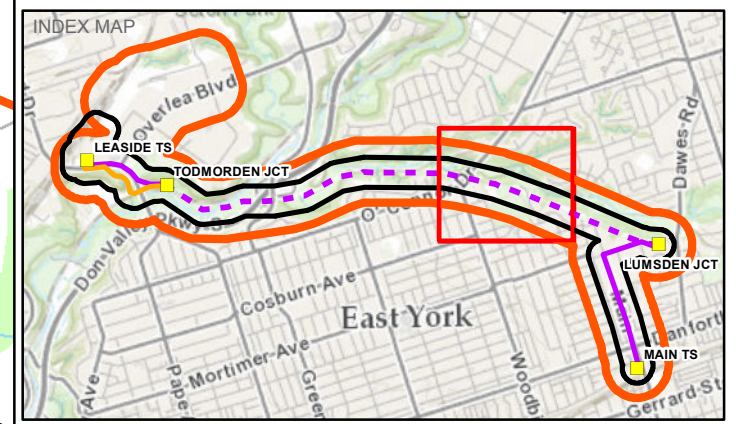
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- LEGEND**
- DRAINAGE FEATURE
 - PERCHED WETLAND
 - POND
 - SEEP
 - ROAD
 - TRANSMISSION LINE
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - EXISTING OVERHEAD SHIELD WIRE
 - ▭ STUDY AREA
 - ▭ NATURAL HERITAGE STUDY AREA
 - ▭ COMMERCIAL / RESIDENTIAL
 - ▭ PARK
 - ▭ ROAD



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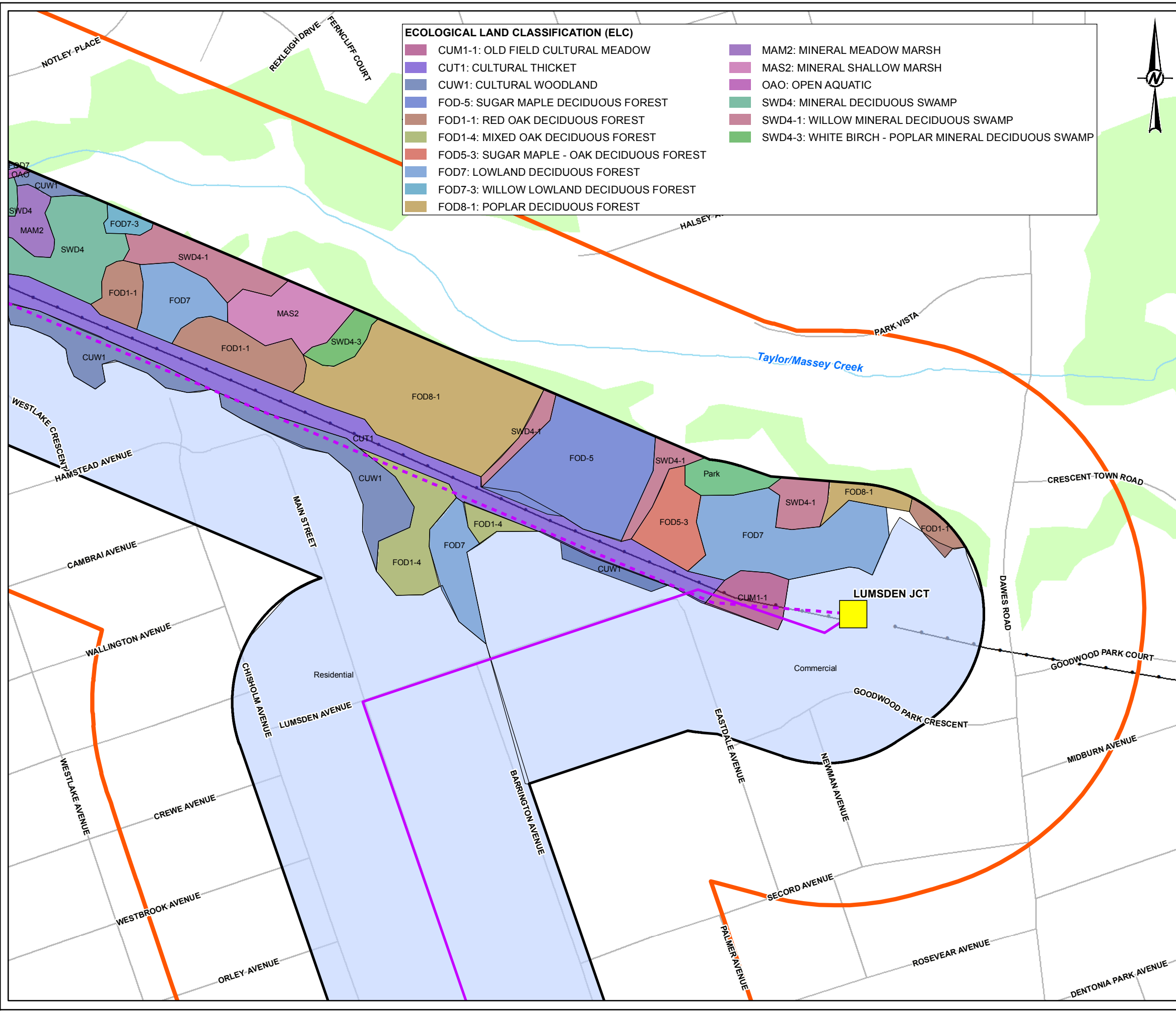
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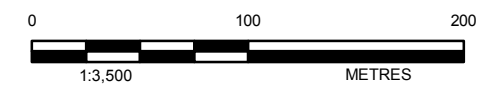
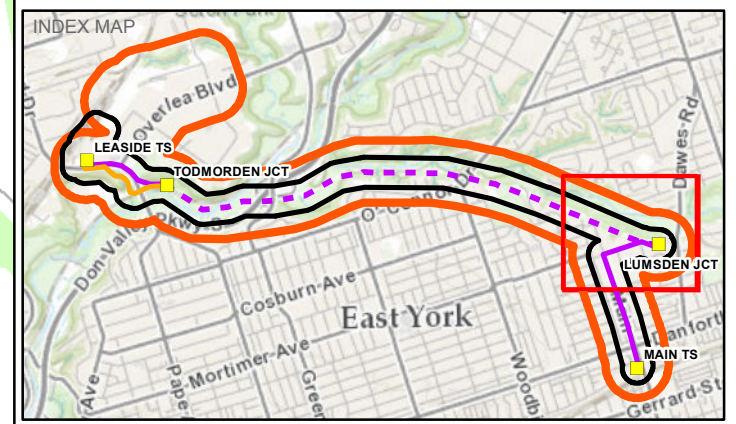


ECOLOGICAL LAND CLASSIFICATION (ELC)

CUM1-1: OLD FIELD CULTURAL MEADOW	MAM2: MINERAL MEADOW MARSH
CUT1: CULTURAL THICKET	MAS2: MINERAL SHALLOW MARSH
CUW1: CULTURAL WOODLAND	OAO: OPEN AQUATIC
FOD-5: SUGAR MAPLE DECIDUOUS FOREST	SWD4: MINERAL DECIDUOUS SWAMP
FOD1-1: RED OAK DECIDUOUS FOREST	SWD4-1: WILLOW MINERAL DECIDUOUS SWAMP
FOD1-4: MIXED OAK DECIDUOUS FOREST	SWD4-3: WHITE BIRCH - POPLAR MINERAL DECIDUOUS SWAMP
FOD5-3: SUGAR MAPLE - OAK DECIDUOUS FOREST	
FOD7: LOWLAND DECIDUOUS FOREST	
FOD7-3: WILLOW LOWLAND DECIDUOUS FOREST	
FOD8-1: POPLAR DECIDUOUS FOREST	

LEGEND

ROAD
TRANSMISSION LINE
WATERBODY
WOODED AREA
TRANSFORMER STATION / JUNCTION
EXISTING UNDERGROUND CABLE
EXISTING OVERHEAD SHIELD WIRE
STUDY AREA
NATURAL HERITAGE STUDY AREA
COMMERCIAL / RESIDENTIAL
PARK



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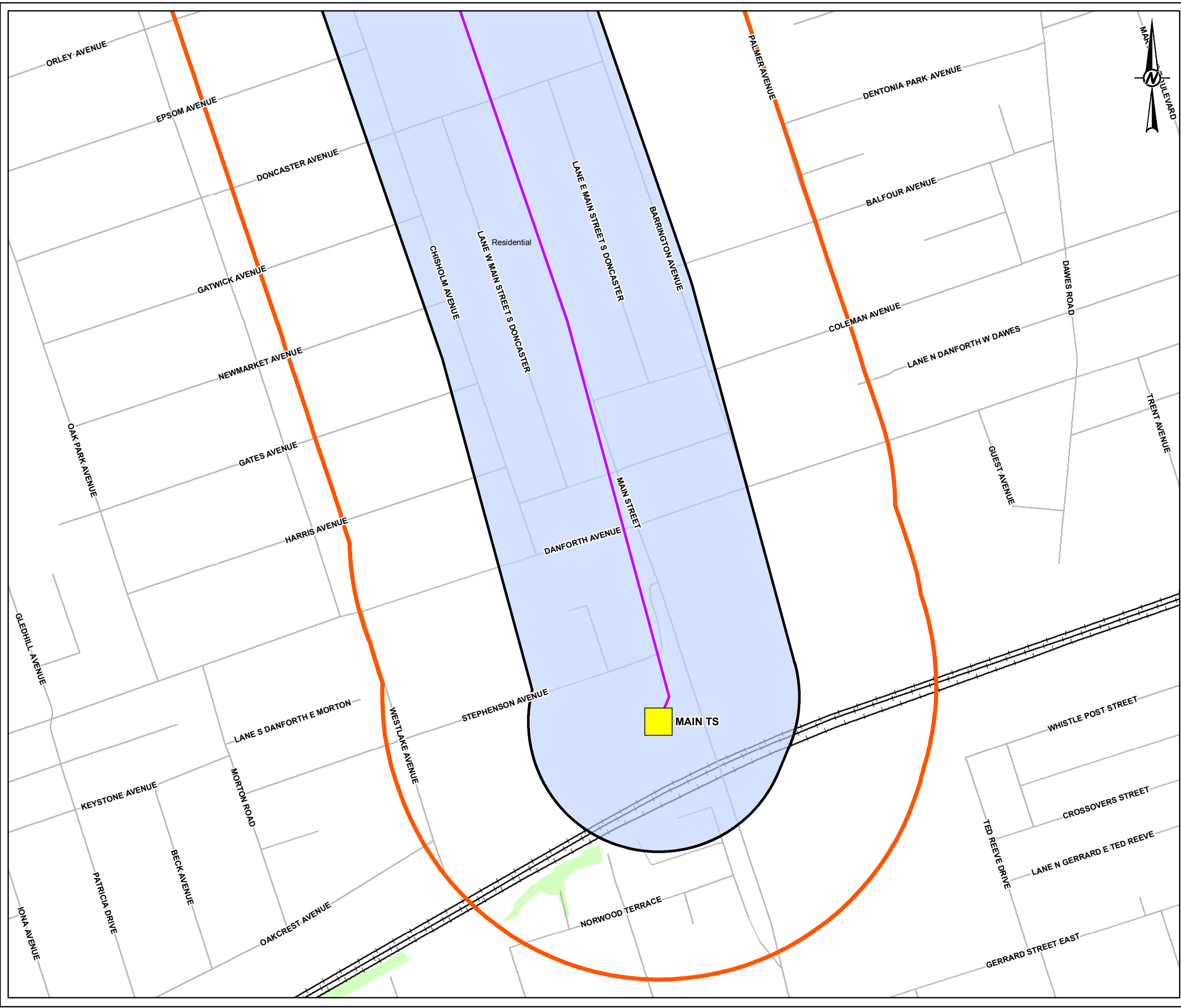
TITLE
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 FEATURES IN THE NATURAL HERITAGE STUDY AREA

CONSULTANT	YYYY-MM-DD	2016-09-26
DESIGNED	JR	
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REVIEWED	DM	
APPROVED	RB	

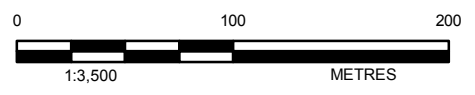
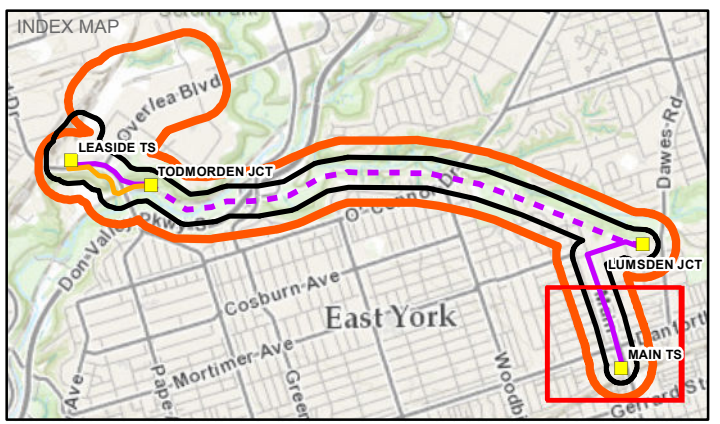
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- LEGEND**
- ROAD
 - +— RAILWAY
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - EXISTING UNDERGROUND CABLE
 - ▭ STUDY AREA
 - ▭ NATURAL HERITAGE STUDY AREA
 - ▭ COMMERCIAL / RESIDENTIAL



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PROJECT
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 REFURBISHMENT PROJECT

TITLE
 ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA

CONSULTANT	YYYY-MM-DD	2016-09-26
DESIGNED	JR	
PREPARED	JR / CGE	
REVIEWED	DM	
APPROVED	RB	

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1.3 Botanical and Wildlife Inventories

1.3.1 Methods

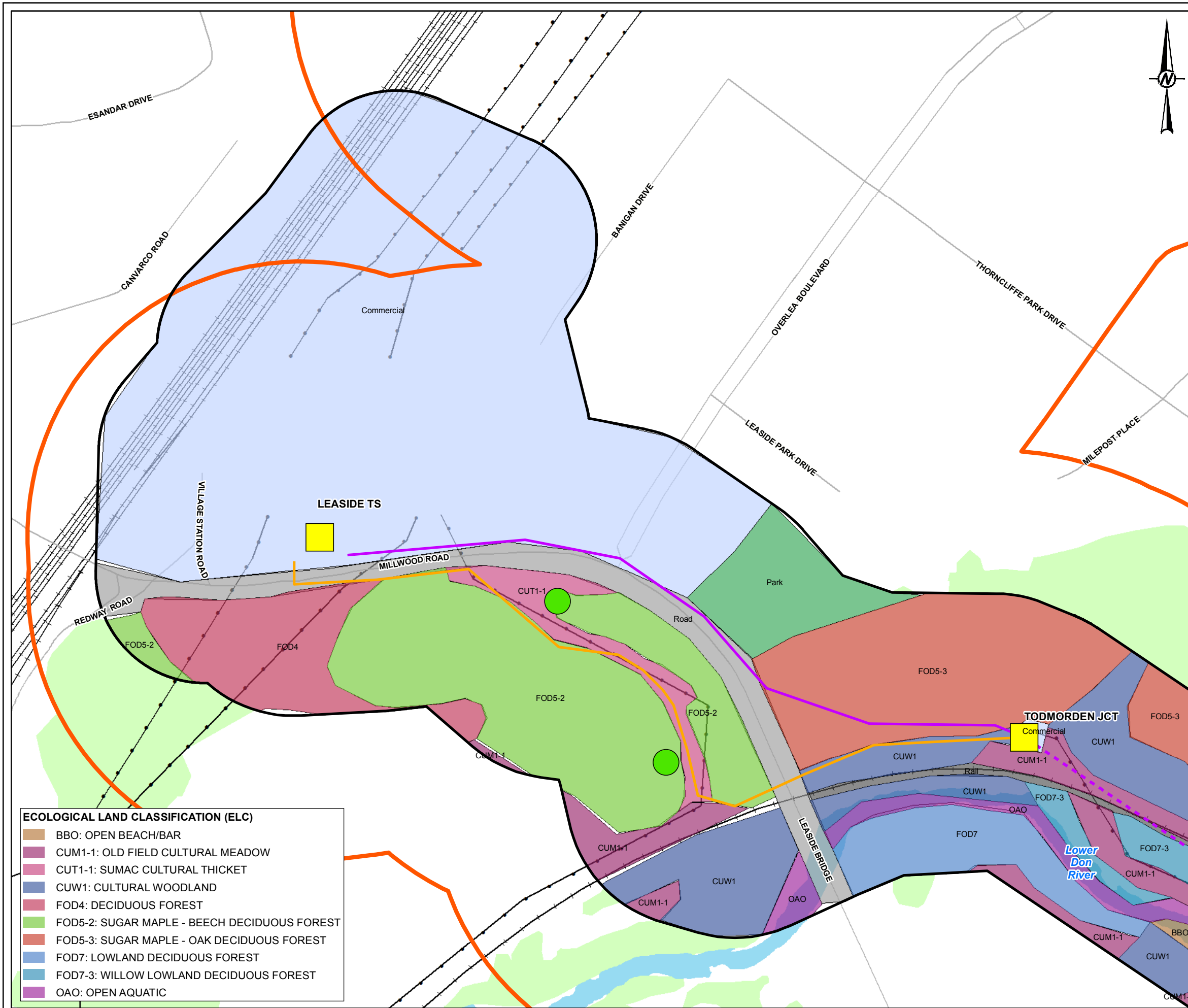
Botanical and wildlife inventories were conducted in the natural heritage study area to document existing conditions. The information obtained through the inventories was used to supplement desktop ELC, to identify invasive plants and noxious weeds, and to identify species at risk or species of conservation concern that may require additional mitigation and/or permitting. Plant and wildlife species were inventoried during the field surveys on July 31 and August 7, 2015, and May 11 and 13, 2016. Species observed during targeted wildlife surveys and incidental observations of wildlife recorded during wildlife surveys are included in the inventory list (Table 3).

1.3.2 Results

1.3.2.1 Botanical Inventory

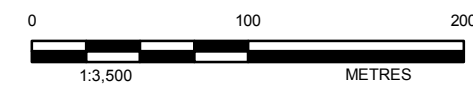
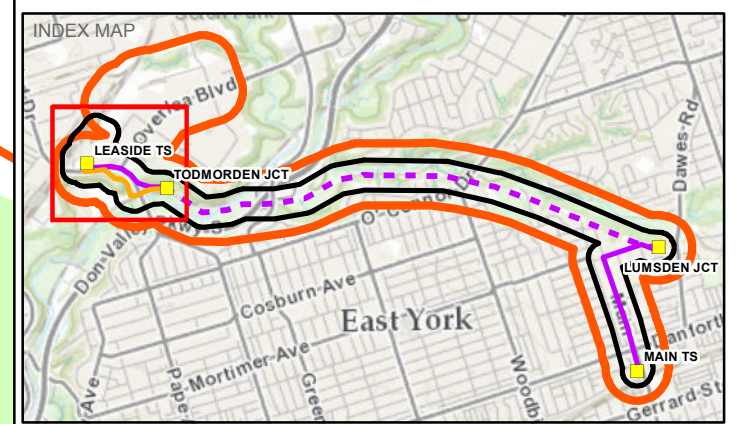
Eighty-three (83) plant species or species groups were identified during the 2015/2016 field surveys (Table 2). One species, Butternut (*Juglans cinerea*), is a species at risk listed under the provincial *Endangered Species Act, 2007* and on Schedule 1 of the federal *Species at Risk Act*. Butternut was observed along the right-of-way (RoW) of route option 2 in deciduous forest during the field surveys (Figure 3). No other species at risk or species of conservation concern were observed in the natural heritage study area during the 2015/2016 field surveys. Twenty-nine (29) species identified within the natural heritage study area during the 2015/2016 field surveys are non-native to Ontario (i.e., introduced). Non-native species represented approximately 40% of the 73 confirmed species identified in the natural heritage study area (for which origin could be determined, see Table 2)

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LEGEND

- APPROXIMATE BUTTERNUT LOCATION
- ROAD
- +— RAILWAY
- TRANSMISSION LINE
- WATERBODY
- WOODED AREA
- TRANSFORMER STATION / JUNCTION
- EXISTING UNDERGROUND CABLE
- PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
- EXISTING OVERHEAD SHIELD WIRE
- STUDY AREA
- NATURAL HERITAGE STUDY AREA
- COMMERCIAL / RESIDENTIAL
- PARK
- RAIL
- ROAD



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 REFURBISHMENT PROJECT

TITLE
 BUTTERNUT IDENTIFIED DURING FIELD SURVEYS

CONSULTANT	DATE
YYYY-MM-DD	2016-09-26
DESIGNED	JR
PREPARED	JR / CGE
REVIEWED	DM
APPROVED	RB

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Table 2: Plant Species Identified in the Natural Heritage Study Area

Common Name	Scientific Name	Origin ^a	Global Rarity Status ^b	Ontario Rarity Status ^b	SARA ^c	ESA ^d
Trees (24 species and 1 species group)						
American Beech	<i>Fagus grandifolia</i>	N	G5	S4	-	-
American Elm	<i>Ulmus americana</i>	N	G5?	S5	-	-
Common Apple	<i>Malus pumila</i>	I	G5	SNA	-	-
Basswood	<i>Tilia americana</i>	N	G5	S5	-	-
Black Cherry	<i>Prunus serotina</i>	N	G5	S5	-	-
Black Locust	<i>Robinia pseudoacacia</i>	I	G5	SNA	-	-
Black Walnut	<i>Juglans nigra</i>	N	G5	S4	-	-
Butternut	<i>Juglans cinerea</i>	N	G4	S3?	END	END
Ironwood	<i>Ostrya virginiana</i>	N	G5	S5	-	-
Manitoba Maple	<i>Acer negundo</i>	N	G5	S5	-	-
Norway Maple	<i>Acer platanoides</i>	I	GNR	SNA	-	-
Poplar sp. (cultivar)	<i>Populus</i> sp.	I	-	-	-	-
Red Oak	<i>Quercus rubra</i>	N	G5	S5	-	-
Shagbark Hickory	<i>Carya ovata</i>	N	G5	S5	-	-
Siberian Elm	<i>Ulmus pumila</i>	I	GNR	SNA	-	-
Silver Maple	<i>Acer saccharinum</i>	N	G5	S5	-	-
Slippery Elm	<i>Ulmus rubra</i>	N	G5	S5	-	-
Sugar Maple	<i>Acer saccharum</i>	N	G5	S5	-	-
Tree-of-heaven	<i>Ailanthus altissima</i>	I	GNR	SNA	-	-
Trembling Aspen	<i>Populus tremuloides</i>	N	G5	S5	-	-
Tulip Tree (cultivated)	<i>Liriodendron tulipifera</i>	N	G5	S4	-	-
Weeping Willow	<i>Salix babylonica</i>	I	GNA	SNA	-	-
White Ash	<i>Fraxinus americana</i>	N	G5	S4	-	-
White Birch	<i>Betula papyrifera</i>	N	G5	S5	-	-
Willow sp.	<i>Salix</i> sp.	-	-	-	-	-
Small trees, shrubs and woody vines (15 species and 4 species groups)						
Alternate-leaved Dogwood	<i>Cornus alternifolia</i>	N	G5	S5	-	-
Choke Cherry	<i>Prunus virginiana</i>	N	G5	S5	-	-
Dog Strangling Vine	<i>Cynanchum rossicum</i>	I	GNR	SNA	-	-
European Buckthorn	<i>Rhamnus cathartica</i>	I	GNR	SNA	-	-
Green Alder	<i>Alnus viridis</i>	N	G5	S5	-	-
Hawthorn sp.	<i>Crataegus</i> sp.	-	-	-	-	-
Highbush Cranberry	<i>Viburnum opulus</i> ssp. <i>trilobum</i>	N	G5T5	S5	-	-
Honeysuckle sp.	<i>Lonicera</i> sp.	-	-	-	-	-
Japanese Knotweed	<i>Fallopia japonica</i>	I	GNR	SNA	-	-
Lilac sp.	<i>Syringa</i> sp.	I	GNR	SNA	-	-
Nannyberry	<i>Viburnum lentago</i>	N	G5	S5	-	-
Raspberry	<i>Rubus idaeus</i>	-	-	-	-	-
Red-osier Dogwood	<i>Cornus stolonifera</i>	N	G5	S5	-	-
Currant sp.	<i>Ribes</i> sp.	-	-	-	-	-

Common Name	Scientific Name	Origin ^a	Global Rarity Status ^b	Ontario Rarity Status ^b	SARA ^c	ESA ^d
Riverbank Grape	<i>Vitis riparia</i>	N	G5	S5	-	-
Round-leaved Dogwood	<i>Cornus rugosa</i>	N	G5	S5	-	-
Staghorn Sumac	<i>Rhus typhina</i>	N	G5	S5	-	-
Tatarian Honeysuckle	<i>Lonicera tatarica</i>	I	GNR	SNA	-	-
White Mulberry	<i>Morus alba</i>	I	GNR	SNA	-	-
Forbs (28 species and 3 species groups)						
Avens sp.	<i>Geum</i> sp.	-	-	-	-	-
Common Boneset	<i>Eupatorium perfoliatum</i>	N	G5	S5	-	-
Canada Thistle	<i>Cirsium arvense</i>	I	GNR	SNA	-	-
Chicory	<i>Cichorium intybus</i>	I	GNR	SNA	-	-
Common Burdock	<i>Arctium minus</i>	I	GNR	SNA	-	-
Common Milkweed	<i>Asclepias syriaca</i>	N	G5	S5	-	-
Common Plantain	<i>Plantago major</i>	I	G5	S5	-	-
Enchanter's Nightshade	<i>Circaea alpina</i>	N	G5	S5	-	-
Evening Primrose sp.	<i>Oenothera</i> sp.	-	-	-	-	-
False Solomon's-seal	<i>Maianthemum racemosum</i>	N	G5	S5	-	-
Fireweed	<i>Chamerion angustifolium</i>	N	G5T5	S5	-	-
Garlic Mustard	<i>Alliaria petiolata</i>	I	GNR	SNA	-	-
Giant Hogweed	<i>Heracleum mantegazzianum</i>	I	GNR	SNA	-	-
Goldenrod sp.	<i>Solidago</i> sp.	N	-	-	-	-
Jerusalem Artichoke	<i>Helianthus tuberosus</i>	N	G5	SU	-	-
Spotted Jewelweed	<i>Impatiens capensis</i>	N	G5	S5	-	-
Spotted Joe-pye Weed	<i>Eutrochium maculatum</i>	N	G5T5	S5	-	-
Poison Ivy	<i>Toxicodendron radicans</i>	N	G5	S5	-	-
Red Clover	<i>Trifolium pratense</i>	I	GNR	SNA	-	-
Showy Tick-trefoil	<i>Desmodium canadense</i>	N	G5	S4	-	-
Soapwort	<i>Saponaria officinalis</i>	I	GNR	SNA	-	-
Spearmint	<i>Mentha spicata</i>	I	GNR	SNA	-	-
Spreading Dogbane	<i>Apocynum androsaemifolium</i>	N	G5	S5	-	-
Stinging Nettle	<i>Urtica dioica</i>	-	-	-	-	-
Common Tansy	<i>Tanacetum vulgare</i>	I	GNR	SNA	-	-
Watercress	<i>Nasturtium officinale</i>	I	GNR	SNA	-	-
White Sweet-clover	<i>Melilotus albus</i>	I	G5	SNA	-	-
Wild Bergamot	<i>Monarda fistulosa</i> var. <i>fistulosa</i>	N	G5T5?	S5	-	-
Wild Carrot	<i>Daucus carota</i>	I	GNR	SNA	-	-
Woodland Sunflower	<i>Helianthus divaricatus</i>	N	G5	S5	-	-
Yellow Avens	<i>Geum aleppicum</i>	N	G5	S5	-	-
Graminoids (5 species and 2 species groups)						
Grass sp.	-	-	-	-	-	-
Cattail	<i>Typha latifolia</i>	N	G5	S5	-	-
Common Reed	<i>Phragmites australis</i> ssp. <i>australis</i>	I	G5T5	SNA	-	-
Narrow Cattail	<i>Typha angustifolia</i>	I	G5	SNA	-	-

Common Name	Scientific Name	Origin ^a	Global Rarity Status ^b	Ontario Rarity Status ^b	SARA ^c	ESA ^d
Rush sp.	<i>Juncus</i> sp.	-	-	-	-	-
Reed Canary Grass	<i>Phalaris arundinacea</i>	N	G5	S5	-	-
Smooth Brome	<i>Bromus inermis</i>	I	G5TNR	SNA	-	-
Ferns and allies (1 species)						
Sensitive Fern	<i>Onoclea sensibilis</i>	N	G5	S5	-	-

^a Origin: N = Native; (N) = Native but not in study area region; I = Introduced; - = origin cannot be identified because species not determined.

^b Ranks based upon determinations made by the Ontario Natural Heritage Information Centre (MNRF 2016; NatureServe 2015). G = Global; S = Provincial; Ranks 1-3 are considered imperiled or rare; Ranks 4 and 5 are considered secure. SNA = Not applicable for Ontario Ranking (e.g. Exotic species); SNR = Provincial conservation status not yet assessed; B = status applies to the breeding population of the species; - rank cannot be identified because species not determined.

^c *Species at Risk Act* (SARA), 2002. Schedule 1 (Last amended 15 May, 2015). END = endangered; THR = threatened; SC = special concern; - = not listed.

^d Ontario *Endangered Species Act, 2007* (ESA), S.O. 2007, c.6 (O.Reg 242/08 last amended 1 July 2015 as O.Reg 232/14). Species at Risk in Ontario List, 2007 (O.Reg 230/08 last amended 31 March, 2015 O.Reg 66/15). END = endangered; THR = threatened; SC = special concern; - = not listed.

1.3.2.2 Wildlife Inventory

Seventy-three (73) wildlife species were identified during 2015/2016 field surveys (Table 3). Two species, Monarch (*Danaus plexippus*) and Eastern Wood-pewee (*Contopus virens*), are listed as species of special concern under the provincial *Endangered Species Act, 2007*, and Monarch is also listed as a species of special concern on Schedule 1 of the federal *Species at Risk Act*. However, species and habitat protection provisions in these Acts do not apply to species of special concern. One Monarch was observed in a cultural savannah in Coxwell Ravine Park during the 2015 field surveys. One Eastern Wood-pewee was heard singing near the east end of the natural heritage study area in mature deciduous forest on the slopes of the Taylor-Massey Creek ravine during the 2015 field surveys, and this species was also observed during 2016 breeding bird surveys (Section 1.4). Other species at risk (including species of conservation concern) that were observed in the natural heritage study area during the 2015/2016 field surveys are Barn Swallow (*Hirundo rustica*), Chimney Swift (*Chaetura pelagica*), Common Nighthawk (*Chordeiles minor*), and Wood Thrush (*Hylocichla mustelina*). Five (5) of the species of wildlife observed in the natural heritage study area during the 2015/2016 field surveys are non-native to Ontario (i.e., introduced).

Table 3: Wildlife Species Identified in the Natural Heritage Study Area

Common Name	Scientific Name	Origin ^a	Global Rarity Status ^b	Ontario Rarity Status ^b	SARA ^c	ESA ^d
Arthropods (3 species)						
Monarch	<i>Danaus plexippus</i>	N	G5	S2N,S4B	SC	SC
Mourning Cloak	<i>Nymphalis antiopa</i>	N	G5	S5	-	-
Cabbage White	<i>Pieris rapae</i>	I	G5	SNA	-	-
Amphibians (3 species)						
American Toad	<i>Anaxyrus americanus</i>	N	G5	S5	-	-
Gray Tree Frog	<i>Hyla versicolor</i>	N	G5	S5	-	-
Green Frog	<i>Lithobates clamitans</i>	N	G5	S5	-	-
Birds (57 species)						
American Goldfinch	<i>Carduelis tristis</i>	N	G5	S5B	-	-
American Redstart	<i>Setophaga ruticilla</i>	N	G5	S5B	-	-
American Robin	<i>Turdus migratorius</i>	N	G5	S5B	-	-
Baltimore Oriole	<i>Icterus galbula</i>	N	G5	S4B	-	-
Barn Swallow	<i>Hirundo rustica</i>	N	G5	S4B	-	THR
Belted Kingfisher	<i>Ceryle alcyon</i>	N	G5	S4B	-	-
Black-capped Chickadee	<i>Poecile atricapillus</i>	N	G5	S5	-	-
Black-throated Green Warbler	<i>Setophaga virens</i>	N	G5	S5B	-	-
Blackburnian Warbler	<i>Setophaga fusca</i>	N	G5	S5B	-	-
Blackpoll Warbler	<i>Setophaga striata</i>	N	G5	S4B	-	-
Blue-gray Gnatcatcher	<i>Poliptila caerulea</i>	N	G5	S4B	-	-
Blue-headed Vireo	<i>Vireo solitarius</i>	N	G5	S5B	-	-
Blue Jay	<i>Cyanocitta cristata</i>	N	G5	S5	-	-
Broad-winged Hawk	<i>Buteo platypterus</i>	N	G5	S5B	-	-
Brown-headed Cowbird	<i>Molothrus ater</i>	N	G5	S4B	-	-
Brown Creeper	<i>Certhia americana</i>	N	G5	S5B	-	-
Brown Thrasher	<i>Toxostoma rufum</i>	N	G5	S4B	-	-
Cedar Waxwing	<i>Bombycilla cedrorum</i>	N	G5	S5B	-	-
Chestnut-sided Warbler	<i>Setophaga</i>	N	G5	S5B	-	-
Chimney Swift	<i>Chaetura pelagica</i>	N	G5	S4B,S4N	THR	THR
Common Grackle	<i>Quiscalus quiscula</i>	N	G5	S5B	-	-
Common Nighthawk	<i>Chordeiles minor</i>	N	G5	S4B	THR	SC
Common Yellowthroat	<i>Geothlypis trichas</i>	N	G5	S5B	-	-
Downy Woodpecker	<i>Picoides pubescens</i>	N	G5	S5	-	-
Eastern Kingbird	<i>Tyrannus</i>	N	G5	S4B	-	-
Eastern Phoebe	<i>Sayornis phoebe</i>	N	G5	S5B	-	-
Eastern Wood-pewee	<i>Contopus virens</i>	N	G5	S4B	-	SC
European Starling	<i>Sturnus vulgaris</i>	I	G5	SNA	-	-
Gray Catbird	<i>Dumetella carolinensis</i>	N	G5	S4B	-	-
Great Crested Flycatcher	<i>Myiarchus crinitus</i>	N	G5	S4B	-	-
Hairy Woodpecker	<i>Picoides villosus</i>	N	G5	S5	-	-
House Finch	<i>Carpodacus mexicanus</i>	N	G5	SNA	-	-
House Sparrow	<i>Passer domesticus</i>	I	G5	SNA	-	-
Indigo Bunting	<i>Passerina cyanea</i>	N	G5	S4B	-	-
Killdeer	<i>Charadrius vociferus</i>	N	G5	S5B,S5N	-	-
Least Flycatcher	<i>Empidonax minimus</i>	N	G5	S4B	-	-
Mallard	<i>Anas platyrhynchos</i>	N	G5	S5	-	-

Common Name	Scientific Name	Origin ^a	Global Rarity Status ^b	Ontario Rarity Status ^b	SARA ^c	ESA ^d
Mourning Dove	<i>Zenaida macroura</i>	N	G5	S5	-	-
Northern Cardinal	<i>Cardinalis</i>	N	G5	S5	-	-
Northern Flicker	<i>Colaptes auratus</i>	N	G5	S4B	-	-
Northern Rough-winged Swallow	<i>Stelgidopteryx</i>	N	G5	S4B	-	-
Red-eyed Vireo	<i>Vireo olivaceus</i>	N	G5	S5B	-	-
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	N	G5	S4B	-	-
Ring-billed Gull	<i>Larus delawarensis</i>	N	G5	S5B,S4N	-	-
Rock Pigeon	<i>Columba livea</i>	I	G5	SNA	-	-
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>	N	G5	S4B	-	-
Scarlet Tanager	<i>Piranga olivacea</i>	N	G5	S4B	-	-
Sharp-shinned Hawk	<i>Accipiter striatus</i>	N	G5	S5	-	-
Song Sparrow	<i>Melospiza melodia</i>	N	G5	S5B	-	-
Swainson's Thrush	<i>Catharus ustulatus</i>	N	G5	S4B	-	-
Tree Swallow	<i>Tachycineta bicolor</i>	N	G5	S4B	-	-
Warbling Vireo	<i>Vireo gilvus</i>	N	G5	S5B	-	-
White-breasted Nuthatch	<i>Sitta carolinensis</i>	N	G5	S5	-	-
Willow Flycatcher	<i>Empidonax traillii</i>	N	G5	S5B	-	-
Wood Duck	<i>Aix sponsa</i>	N	G5	S5	-	-
Wood Thrush	<i>Hylocichla mustelina</i>	N	G5	S4B	-	SC
Yellow Warbler	<i>Setophaga petechia</i>	N	G5	S4B	-	-
Mammals (8 species)						
Big Brown Bat	<i>Eptesicus fuscus</i>	N	G5	S5	-	-
Eastern Chipmunk	<i>Tamias striatus</i>	N	G5	S5	-	-
Grey Squirrel	<i>Sciurus carolinensis</i>	N	G5	S5	-	-
Hoary Bat	<i>Lasiurus cinereus</i>	N	G5	S4	-	-
Muskrat	<i>Ondatra zibethicus</i>	N	G5	S5	-	-
Raccoon	<i>Procyon lotor</i>	N	G5	S5	-	-
Red Squirrel	<i>Tamiasciurus</i>	N	G5	S5	-	-
White-tailed Deer	<i>Odocoileus virginianus</i>	N	G5	S5	-	-
Reptiles (2 species)						
Eastern Brown Snake	<i>Pseudonaja textilis</i>	N	-	-	-	-
Red-eared Slider	<i>Trachemys scripta</i>	I	-	-	-	-

^a Origin: N = Native; (N) = Native but not in study area region; I = Introduced; - = origin cannot be identified because species not determined.

^b Ranks based upon determinations made by the Ontario Natural Heritage Information Centre (MNR 2016, NatureServe 2015). G = Global; S = Provincial; Ranks 1-3 are considered imperiled or rare; Ranks 4 and 5 are considered secure. SNA = Not applicable for Ontario Ranking (e.g. Exotic species); SNR = Provincial conservation status not yet assessed; B = status applies to the breeding population of the species; - rank cannot be identified because species not determined.

^c *Species at Risk Act* (SARA), 2002. Schedule 1 (Last amended 15 May, 2015). END = endangered; THR = threatened; SC = special concern; - = not listed.

^d Ontario *Endangered Species Act, 2007* (ESA), S.O. 2007, c.6 (O.Reg 242/08 last amended 1 July 2015 as O.Reg 232/14). Species at Risk in Ontario List, 2007 (O.Reg 230/08 last amended 31 March, 2015 O.Reg 66/15). END = endangered; THR = threatened; SC = special concern; - = not listed

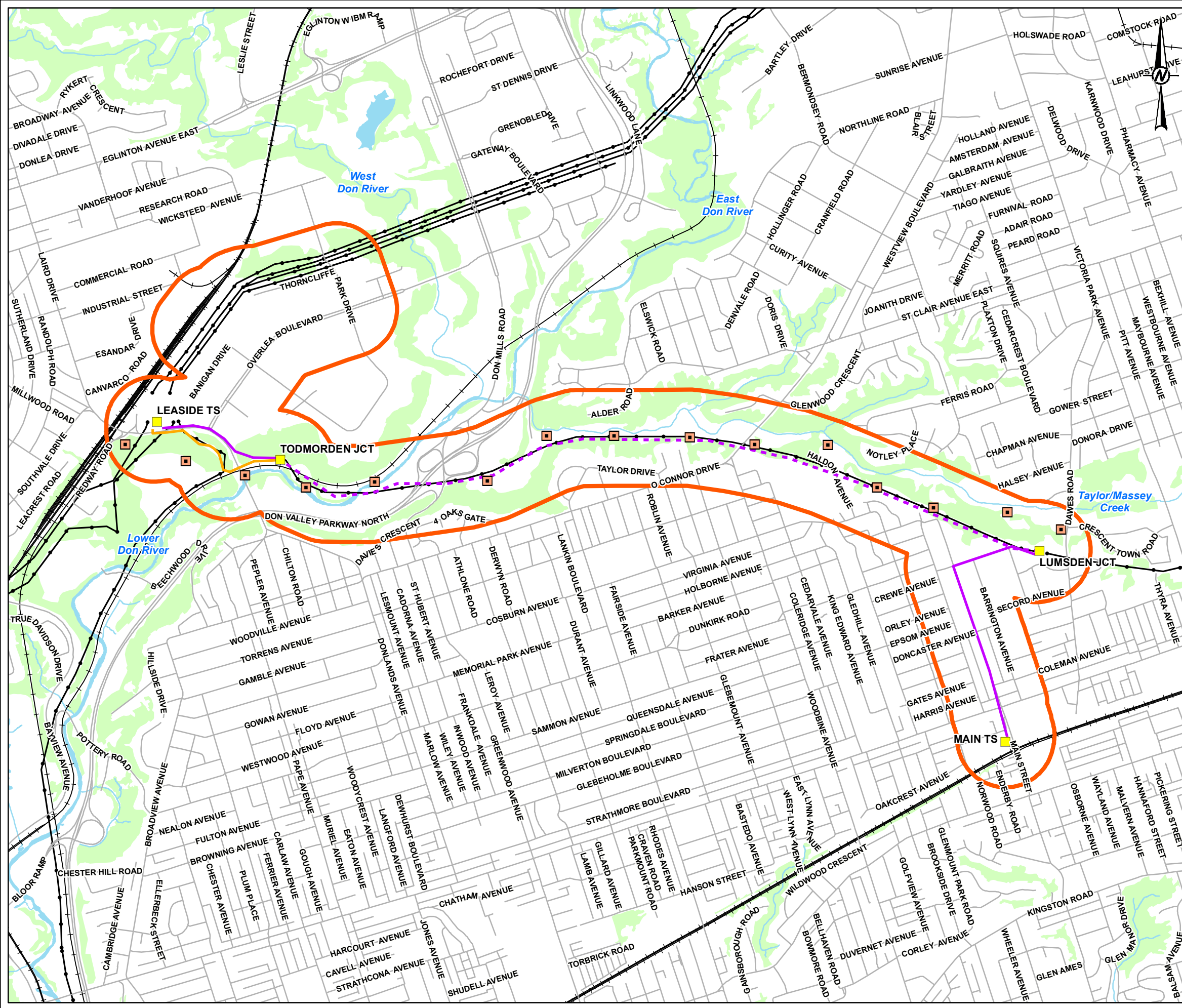
1.4 Breeding Bird Surveys

1.4.1 Methods

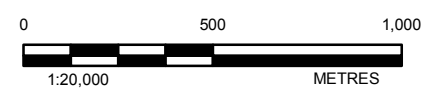
Breeding bird surveys were conducted in the natural heritage study area over two rounds (May 26 and June 17, 2016). Surveys were completed following protocols used in the *Breeding Bird Survey* (Downes and Collins 2003) and the *Atlas of the Breeding Birds of Ontario* (Cadman et al. 2007). Point count stations were established in representative habitats within the natural heritage study area and were spaced a minimum of 250 m apart to prevent double-counting individual birds. Surveys took place between 30 minutes before sunrise and 10 a.m. to capture the period of maximum bird song activity. Each station consisted of a circle with a 100 m radius from the centre point (where the observer stands). Each point count was ten minutes in duration. All birds seen or heard were recorded, and species, sex and behaviour (e.g., singing, calling, displaying) of each individual were recorded, when possible. Incidental observations of wildlife and wildlife habitat were also recorded.

1.4.2 Results

Breeding bird surveys were completed at 15 point count stations. Survey locations are shown on Figure 4. A total of 502 individual birds representing 50 species were recorded in the natural heritage study area during the surveys (Table 4). Seven (7) other bird species were observed incidentally in the natural heritage study area, but not during the breeding bird surveys (Table 3). Noteworthy bird species include one Common Nighthawk that was incidentally observed during the anuran call count survey on June 3, 2016 and one Broad-winged Hawk (*Buteo platypterus*) that was incidentally observed during the reptile visual encounter survey on May 9, 2016.



- LEGEND**
- BREEDING BIRD SURVEY LOCATION
 - ROAD
 - RAILWAY
 - TRANSMISSION LINE
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - EXISTING UNDERGROUND CABLE
 - PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
 - EXISTING OVERHEAD SHIELD WIRE
 - STUDY AREA



REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE

CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
 LOCATION OF BREEDING BIRD SURVEYS, 2016

CONSULTANT	
YYYY-MM-DD	2016-09-20
DESIGNED	JR
PREPARED	JR
REVIEWED	LD
APPROVED	RB



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Table 4: Bird Species Observed in the Natural Heritage Study Area during the 2016 Breeding Bird Surveys

Common Name	Scientific Name	Number of Individuals
American Goldfinch	<i>Carduelis tristis</i>	32
American Redstart	<i>Setophaga ruticilla</i>	9
American Robin	<i>Turdus migratorius</i>	33
Baltimore Oriole	<i>Icterus galbula</i>	27
Barn Swallow	<i>Hirundo rustica</i>	7
Belted Kingfisher	<i>Ceryle alcyon</i>	1
Black-capped Chickadee	<i>Poecile atricapilla</i>	14
Blackburnian Warbler	<i>Setophaga fusca</i>	1
Blackpoll Warbler	<i>Setophaga striata</i>	1
Blue-headed Vireo	<i>Vireo solitarius</i>	1
Blue Jay	<i>Cyanocitta cristata</i>	9
Brown-headed Cowbird	<i>Molothrus ater</i>	25
Brown Creeper	<i>Certhia americana</i>	1
Brown Thrasher	<i>Toxostoma rufum</i>	1
Cedar Waxwing	<i>Bombycilla cedrorum</i>	15
Chestnut-sided Warbler	<i>Setophaga pensylvanica</i>	1
Chimney Swift	<i>Chaetura pelagica</i>	21
Common Grackle	<i>Quiscalus quiscula</i>	7
Common Yellowthroat	<i>Geothlypis trichas</i>	1
Downy Woodpecker	<i>Picoides pubescens</i>	12
Eastern Kingbird	<i>Tyrannus</i>	1
Eastern Phoebe	<i>Sayornis phoebe</i>	1
Eastern Wood-pewee	<i>Contopus virens</i>	3
European Starling	<i>Sturnus vulgaris</i>	6
Gray Catbird	<i>Dumetella carolinensis</i>	15
Great Crested Flycatcher	<i>Myiarchus crinitus</i>	6
Hairy Woodpecker	<i>Picoides villosus</i>	2
House Sparrow	<i>Passer domesticus</i>	15
Indigo Bunting	<i>Passerina cyanea</i>	2
Killdeer	<i>Charadrius vociferus</i>	1
Least Flycatcher	<i>Empidonax minimus</i>	1
Mallard	<i>Anas platyrhynchos</i>	2
Mourning Dove	<i>Zenaida macroura</i>	3
Northern Cardinal	<i>Cardinalis</i>	25
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	1
Red-eyed Vireo	<i>Vireo olivaceus</i>	12
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	70
Ring-billed Gull	<i>Larus delawarensis</i>	1
Rock Pigeon	<i>Columba livia</i>	2
Rose-breasted Grosbeak	<i>Pheucticus ludovicianus</i>	2
Scarlet Tanager	<i>Piranga olivacea</i>	1
Song Sparrow	<i>Melospiza melodia</i>	29
Swainson's Thrush	<i>Catharus ustulatus</i>	1
Warbling Vireo	<i>Vireo gilvus</i>	23
White-breasted Nuthatch	<i>Sitta carolinensis</i>	3
Willow Flycatcher	<i>Empidonax traillii</i>	1
Wood Duck	<i>Aix sponsa</i>	1

Common Name	Scientific Name	Number of Individuals
Wood Thrush	<i>Hylocichla mustelina</i>	2
Yellow Warbler	<i>Setophaga petechia</i>	49

1.5 Anuran Call Count Surveys

1.5.1 Methods

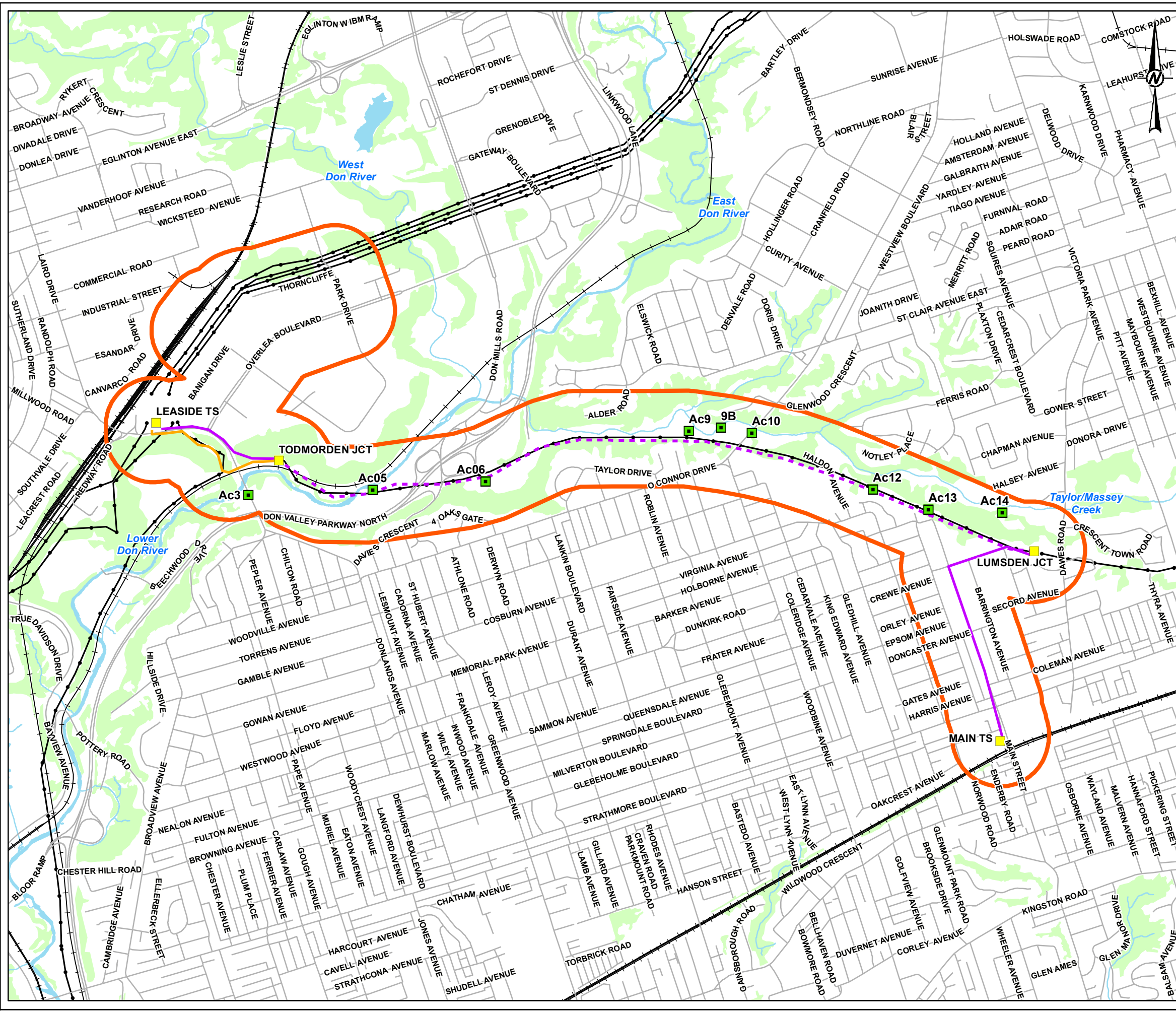
Anuran (i.e., frog and toad) call count surveys were completed in the natural heritage study area over three rounds (April 14, May 10 and June 3, 2016) using a modified version of the Marsh Monitoring Program method for vocalizing frog surveys (Bird Studies Canada 2008). Stations were established in suitable wetland and aquatic habitats. Stations were spaced a minimum of 500 m apart to avoid double-counting individuals.

The field crew recorded all anuran calls within a semi-circle and indicated the general location, call level abundance code, and an indication of the accuracy of the abundance estimate. Surveys were three minutes in duration. The survey period began 30 minutes after sunset and ended by midnight. Additional data recorded included weather conditions, habitat characteristics and incidental observations of wildlife and wildlife habitat.

1.5.2 Results

Anuran call count surveys were completed at nine stations. Survey locations are shown on Figure 5. No frogs or toads were recorded during the surveys on April 14, 2016. Numerous American Toads (*Anaxyrus americanus*) were observed at one station on May 10, 2016 (full chorus heard, individuals could not be counted), four Green Frogs (*Lithobates clamitans*) were recorded at one station on June 3, 2016, and six Gray Tree Frogs (*Hyla versicolor*) were recorded at one station on June 3, 2016.

In addition, one Green Frog and several American Toads were incidentally observed during the May 9, 2016 reptile visual encounter survey, and one Green Frog was incidentally observed during the June 17, 2016 breeding bird survey.



LEGEND

- TURTLE AND FROG SURVEY LOCATION
- ROAD
- RAILWAY
- TRANSMISSION LINE
- WATERBODY
- WOODED AREA
- TRANSFORMER STATION / JUNCTION
- EXISTING UNDERGROUND CABLE
- PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
- EXISTING OVERHEAD SHIELD WIRE
- STUDY AREA

REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE

CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
LOCATION OF ANURAN CALL COUNT AND REPTILE VISUAL ENCOUNTER SURVEYS, 2016

CONSULTANT

YYYY-MM-DD	2016-09-26
DESIGNED	JR
PREPARED	JR
REVIEWED	LD
APPROVED	RB



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1.6 Reptile Visual Encounter Surveys

1.6.1 Methods

Reptile visual encounter surveys were conducted at suitable wetland and aquatic habitats to confirm the presence of basking turtles including Blanding's Turtles in the natural heritage study area. The visual encounter survey method is the most effective survey for detecting reptiles (Konze and McLaren 1997).

Visual encounter surveys were conducted in the natural heritage study area over four rounds (April 20 and May 9, 19 and 26, 2016). During the surveys, the field crew walked transects through suitable habitat, investigating rocks and logs to search for turtles. Open water wetlands and ponds were scanned with binoculars from a distance to search for basking turtles. Each observation was recorded, and the record included photos, measurements (e.g., body length), and microhabitat characterization, as appropriate and feasible. Incidental observations of wildlife and wildlife habitat were also recorded.

1.6.2 Results

Visual encounter surveys were completed at nine stations. Survey locations coincided with the anuran call count survey locations and are shown on Figure 5. Only one individual turtle, a Red-eared Slider (*Trachemys scripta elegans*), was observed during the surveys. The turtle was observed basking beside the small man-made pond located under the existing transmission line west of O'Connor Drive (station Ac9) during all three survey periods. This is a non-native turtle introduced to the wild through release of domestic pet turtles.

An Eastern Brown Snake (*Pseudonaja textilis*) was also observed during the reptile visual encounter surveys on May 9, 2016.

1.7 Bat Acoustic Monitoring

1.7.1 Methods

Formal bat surveys were not conducted in the natural heritage study area. However, due to the potential for bat species at risk, including species of conservation concern, to occur in the natural heritage study area, the field crew carried hand-held bat detectors (EchoMeter Touch, Wildlife Acoustics) and recorded incidental observations of bats during the anuran call count surveys conducted on April 14, May 10 and June 3, 2016.

1.7.2 Results

Big Brown Bats (*Eptesicus fuscus*) were recorded on acoustic monitors at four stations (Ac3, Ac9, Ac10 and Ac14). Hoary Bats (*Lasiurus cinereus*) were recorded on acoustic monitors at two stations (Ac9b and Ac10).

1.8 Incidental Wildlife Observations

A single Muskrat (*Ondatra zibethicus*) was incidentally observed during the breeding bird surveys on May 26, 2016 and a muskrat lodge was observed during the reptile visual encounter surveys. Other mammals that were incidentally observed during wildlife surveys include White-tailed Deer (*Odocoileus virginianus*), Red Squirrel (*Tamiasciurus hudsonicus*), and Grey Squirrel (*Sciurus carolinensis*).

2.0 REFERENCES

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3.0 CLOSURE

We trust this memorandum meets your needs in providing an overview of the natural heritage field surveys completed to support the Class EA of the proposed project and to inform future conversations and construction planning in the natural heritage study area. Should you have any questions or comments, please do not hesitate to contact Richard Booth or James Francis.



Richard Booth, Ph.D.
Associate, Senior Ecologist

JF/DM/RB/ARG/wlm

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APPENDIX B9

SPECIES AT RISK SCREENING

DATE September 26, 2016

PROJECT No. 1531167
GAL-008-TM-V3

TO Paul Dalmazzi
Hydro One Networks Inc.

CC Derek Morningstar, Danny da Silva, James Francis, Ana Rincon-Gomez (Golder Associates Ltd.)

FROM Richard Booth (Golder Associates Ltd.)

EMAIL Richard_Booth@golder.com

LEASIDE TO MAIN INFRASTRUCTURE REFURBISHMENT PROJECT – SPECIES AT RISK SCREENING

1.0 INTRODUCTION

Hydro One Networks Inc. (Hydro One) is planning to upgrade existing transmission infrastructure located in the eastern area of downtown Toronto. Specifically, Hydro One is planning to refurbish two sections of underground 115 kilovolt (kV) transmission cable of the existing H7L/H11L Circuit located between the following transmission facilities:

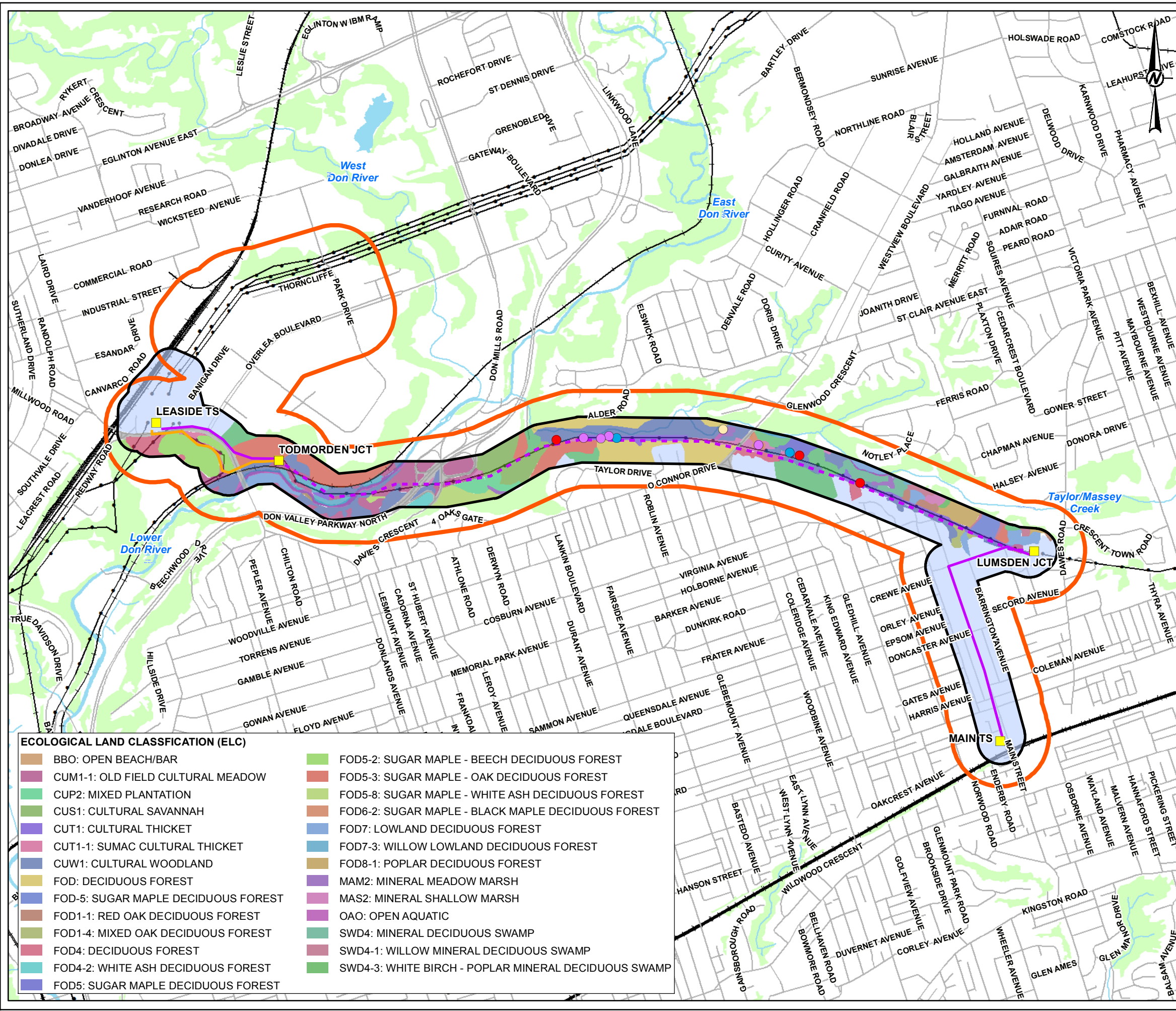
- Leaside Transformer Station (TS) and Todmorden Junction (JCT); and
- Lumsden JCT and Main TS.

The refurbishment of this transmission infrastructure is referred to as the Leaside to Main Infrastructure Refurbishment Project (herein referred to as “the proposed project”). Hydro One initially planned to replace and upgrade the overhead shield wire between Todmorden JCT and Lumsden JCT at approximately the same time as the underground cable replacement work was planned. The overhead shield wire replacement was originally included as part of the study area for the proposed project and communication strategy due to its close proximity and parallel schedule. This shield wire work has now been postponed and is currently being re-evaluated by Hydro One to determine if there are additional opportunities to combine this work with future refurbishment activities. Hydro One will notify First Nations communities and stakeholders in the future, when more information is available about the scope and schedule for this work.

Hydro One has retained Golder Associates Ltd. (Golder) to support the Class Environmental Assessment (Class EA) being carried out to assess the potential environmental effects of the proposed project in accordance with the requirements of the Ontario *Environmental Assessment Act* (EA Act) and the *Class Environmental Assessment for Minor Transmission Facilities* (Ontario Hydro 1992). For the purposes of assessing natural heritage features that may potentially be affected by the proposed project, a 120-metre (m) buffer around the existing underground cable routes, the proposed alternate route for the underground cable replacement between Leaside TS and Todmorden JCT, and the existing overhead shield wire was used to define the study area for natural heritage (Figure 1), referred to as the natural heritage study area, consistent with the requirements of the *Provincial Policy Statement, 2014* (PPS 2014).

As part of the Class EA, Golder conducted a species at risk screening within the natural heritage study area. Species at risk are protected under provincial and federal legislation, namely the Ontario *Endangered Species Act, 2007* and the federal *Species at Risk Act*. Proponents are required to conduct a species at risk screening as part of an environmental assessment process to determine if and which species at risk may occur in the vicinity of a project and thereby may be affected by said project. The species at risk considered for the Class EA of the proposed project are plant, wildlife and fish species listed under the Ontario Endangered Species Act, 2007 and/or on Schedule 1 of the *Species at Risk Act*.

Although the potential effects of the overhead shield wire work will not be assessed as part of the Class EA for the proposed project due to the postponement of the overhead shield wire work, the natural heritage study area still reflects the overhead transmission line corridor to present the background information and field survey results that have been collected to date, to inform future conversations and construction planning in this area.



- LEGEND**
- DRAINAGE FEATURE
 - PERCHED WETLAND
 - POND
 - SEEP
 - ROAD
 - RAILWAY
 - TRANSMISSION LINE
 - WATERBODY
 - WOODED AREA
 - TRANSFORMER STATION / JUNCTION
 - EXISTING UNDERGROUND CABLE
 - PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
 - EXISTING OVERHEAD SHIELD WIRE
 - ▭ STUDY AREA
 - ▭ NATURAL HERITAGE STUDY AREA
 - ▭ COMMERCIAL / RESIDENTIAL
 - ▭ PARK
 - ▭ RAIL
 - ▭ ROAD

REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE

CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
**ECOLOGICAL LAND CLASSIFICATION AND NATURAL HERITAGE
 FEATURES IN THE NATURAL HERITAGE STUDY AREA**

CONSULTANT

YYYY-MM-DD	2016-09-26
DESIGNED	JR
PREPARED	JR / CGE
REVIEWED	DM
APPROVED	RB

ECOLOGICAL LAND CLASSIFICATION (ELC)

BBO: OPEN BEACH/BAR	FOD5-2: SUGAR MAPLE - BEECH DECIDUOUS FOREST
CUM1-1: OLD FIELD CULTURAL MEADOW	FOD5-3: SUGAR MAPLE - OAK DECIDUOUS FOREST
CUP2: MIXED PLANTATION	FOD5-8: SUGAR MAPLE - WHITE ASH DECIDUOUS FOREST
CUS1: CULTURAL SAVANNAH	FOD6-2: SUGAR MAPLE - BLACK MAPLE DECIDUOUS FOREST
CUT1: CULTURAL THICKET	FOD7: LOWLAND DECIDUOUS FOREST
CUT1-1: SUMAC CULTURAL THICKET	FOD7-3: WILLOW LOWLAND DECIDUOUS FOREST
CUW1: CULTURAL WOODLAND	FOD8-1: POPLAR DECIDUOUS FOREST
FOD: DECIDUOUS FOREST	MAM2: MINERAL MEADOW MARSH
FOD-5: SUGAR MAPLE DECIDUOUS FOREST	MAS2: MINERAL SHALLOW MARSH
FOD1-1: RED OAK DECIDUOUS FOREST	OAO: OPEN AQUATIC
FOD1-4: MIXED OAK DECIDUOUS FOREST	SWD4: MINERAL DECIDUOUS SWAMP
FOD4: DECIDUOUS FOREST	SWD4-1: WILLOW MINERAL DECIDUOUS SWAMP
FOD4-2: WHITE ASH DECIDUOUS FOREST	SWD4-3: WHITE BIRCH - POPLAR MINERAL DECIDUOUS SWAMP
FOD5: SUGAR MAPLE DECIDUOUS FOREST	

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2.0 METHODS

A preliminary desktop screening was completed to determine which species at risk have the potential to occur within the natural heritage study area by reviewing the following sources:

- Natural Heritage Information Centre (NHIC) database (NHIC 2016);
- Atlas of the Mammals of Ontario (Dobbyn 1994);
- Land Information Ontario (LIO) (Ministry of Natural Resources and Forestry [MNRF] 2016);
- Species at Risk in Ontario List (MNRF 2015);
- Atlas of the Breeding Birds of Ontario (Cadman et al. 2007);
- Reptiles and Amphibians of Ontario (Ontario Nature 2016);
- Bat Conservation International (BCI) Bat Ranges (BCI 2016);
- Marsh Monitoring Program (Bird Studies Canada [BSC] 2008);
- Royal Ontario Museum (ROM) Species at Risk Range Maps (ROM 2010);
- Odonata Atlas (NHIC 2005);
- Ontario Butterfly Atlas (Toronto Entomologists Association [TEA] 2015);
- Fisheries and Oceans Canada (DFO 2015); and
- Rare Vascular Plants of Ontario (Oldham and Brinker 2009).

Species with ranges overlapping the natural heritage study area, or having recent occurrence records in the vicinity of the natural heritage study area, were screened by comparing their habitat requirements to habitat conditions in the natural heritage study area. A probability of occurrence within the natural heritage study area was assigned for each screened species during the desktop review, and rankings were refined, where appropriate, upon completion of the field surveys conducted in 2015 and 2016 (see Appendix B7 of the draft Environmental Study Report [ESR]). Descriptions of the ranking categories for the probability of occurrence are available in Table 1.

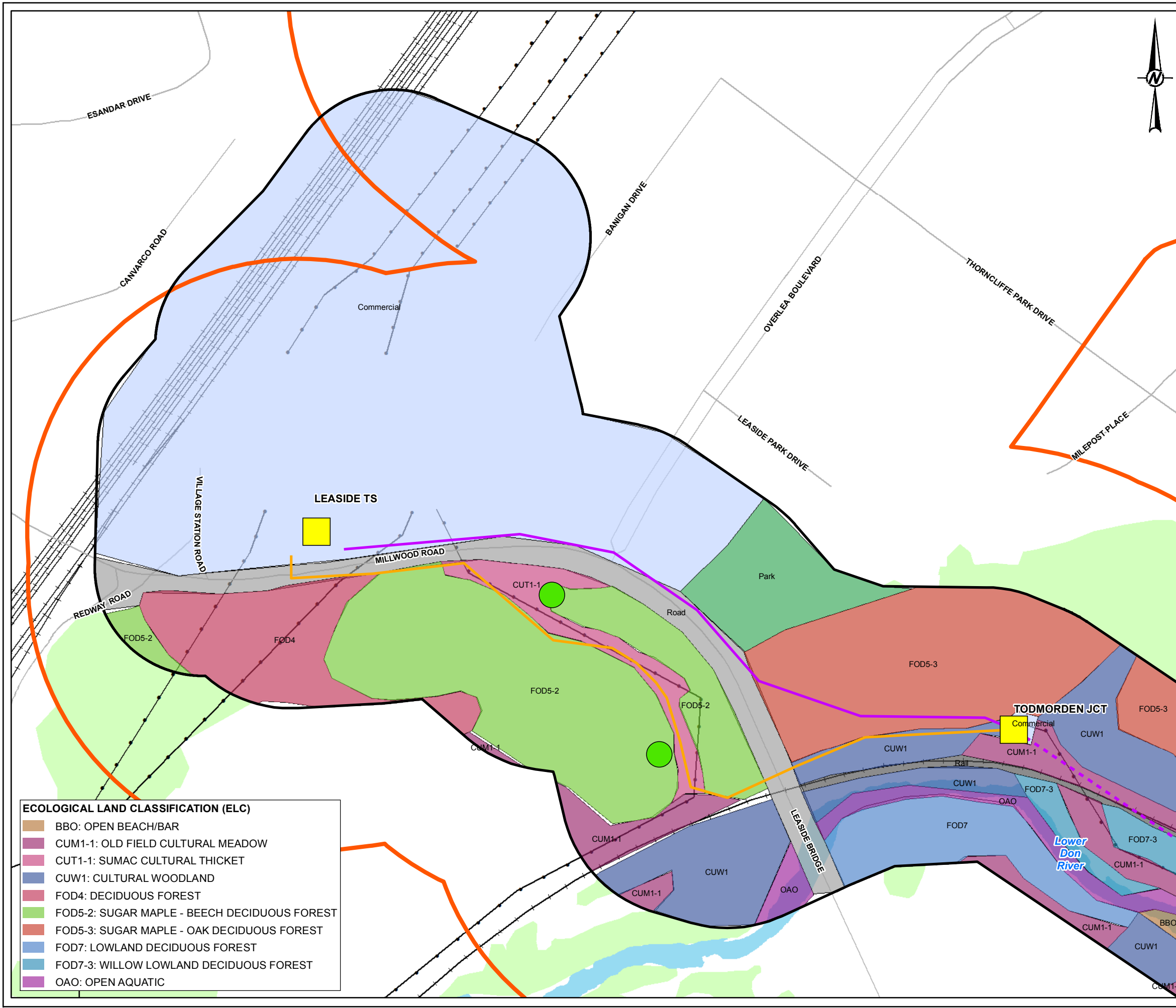
Table 1: Probability of Occurrence Rankings for Species at Risk

Probability Ranking	Desktop Screening
Low	No recent (since 1995) or any historical occurrence records, and no suitable habitat available in the natural heritage study area
Moderate	No recent (since 1995) or any historical occurrence records, but suitable habitat available in the natural heritage study area
High	Recent occurrence records and/or observed during field surveys, and suitable habitat available in the natural heritage study area

3.0 RESULTS

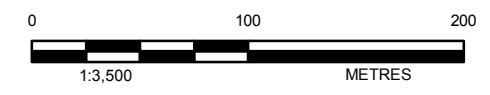
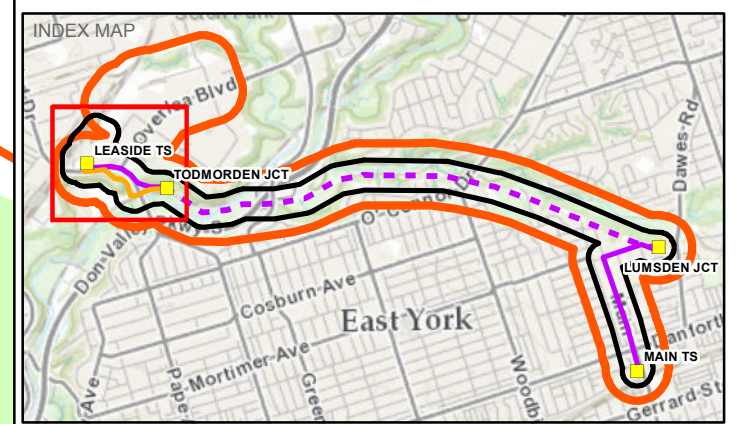
Through the species at risk screening, it was concluded that 38 species at risk have potential to occur in the natural heritage study area (Table 2). Of the species identified, eight species were ranked as having high potential, 11 species were ranked as having moderate potential, and 19 species were ranked as having low potential to occur in the natural heritage study area. Species having high potential to occur in the natural heritage study area were Monarch, Barn Swallow, Chimney Swift, Common Nighthawk, Eastern Wood-pewee, Wood Thrush, Snapping Turtle, and Butternut. All of these species except Snapping Turtle were observed in the natural heritage study area during 2015/2016 field surveys. The approximate locations of the Butternut observations are provided on Figure 2.

Twenty-two (22) of the 38 species are designated as threatened or endangered under the Ontario *Endangered Species Act, 2007*. Of the designated threatened or endangered species identified, three species were ranked as having high potential, six species were ranked as having moderate potential, and 13 species were ranked as having low potential to occur in the natural heritage study area.



LEGEND

- APPROXIMATE BUTTERNUT LOCATION
- ROAD
- +— RAILWAY
- TRANSMISSION LINE
- WATERBODY
- WOODED AREA
- TRANSFORMER STATION / JUNCTION
- EXISTING UNDERGROUND CABLE
- PREFERRED ROUTE FOR UNDERGROUND CABLE REPLACEMENT
- EXISTING OVERHEAD SHIELD WIRE
- ▭ STUDY AREA
- ▭ NATURAL HERITAGE STUDY AREA
- COMMERCIAL / RESIDENTIAL
- PARK
- RAIL
- ROAD



REFERENCE(S)
 BASE DATA - MNRF LIO, OBTAINED 2016
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CLIENT
 HYDRO ONE NETWORKS INC.

PROJECT
 LEASIDE TO MAIN INFRASTRUCTURE
 REFURBISHMENT PROJECT

TITLE
 BUTTERNUT IDENTIFIED DURING FIELD SURVEYS

CONSULTANT	DATE
YYYY-MM-DD	2016-09-26
DESIGNED	JR
PREPARED	JR / CGE
REVIEWED	DM
APPROVED	RB

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Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Amphibian	Western Chorus Frog - Great Lakes/ St. Lawrence Population	<i>Pseudacris triseriata</i>	THR	—	THR	S3	In Ontario, habitat for this species typically consists of marshes or wooded wetlands, particularly those with dense shrub layers and grasses because this species is a poor climber. This species will breed in almost any fishless pond including roadside ditches, gravel pits and flooded swales in meadows. This species hibernates in terrestrial habitats under rocks, dead trees or leaves, in loose soil or in animal burrows. During hibernation, this species is tolerant of flooding.	—	Moderate	Although there are wetlands with habitat potential in the natural heritage study area, records of this species in the vicinity of the natural heritage study area are historical (before 1995).
Arthropod	Monarch	<i>Danaus plexippus</i>	SC	SC	SC	S2N, S4B	In Ontario, Monarch is found throughout the northern and southern regions. This butterfly is found wherever there are milkweed (<i>Asclepius</i> spp.) plants for its caterpillars and wildflowers that supply a nectar source for adults. This species is often found on abandoned farmland, meadows, open wetlands, prairies and roadsides, but also in city gardens and parks. Important staging areas during migration occur along the north shores of the Great Lakes.	—	High	Cultural meadows, meadow marshes and woodland or forest edges may be habitat for monarch. One monarch was observed during the 2015 field surveys in the natural heritage study area.
Arthropod	West Virginia White	<i>Pieris virginiensis</i>	—	SC	—	S3	In Ontario, West Virginia White is found primarily in the southern region of the province. This butterfly lives in moist, mature, deciduous woodlands, and the caterpillars feed only on the leaves of toothwort (<i>Cardamine</i> spp.), which are small, spring-blooming plants of the forest floor. These woodland habitats are typically maple-beech-birch dominated.	—	Low	The forests in the natural heritage study area are highly disturbed and the understory is sparse, dominated by garlic mustard and dog-strangling vine. Toothwort was not observed in the natural heritage study area. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Acadian Flycatcher	<i>Empidonax virescens</i>	END	END	END	S2S3B	In Ontario, the Acadian Flycatcher breeds in the understory of large, mature, closed-canopy forests, swamps and forested ravines. This bird prefers forests greater than 40 ha in size, and exhibits edge sensitivity, preferring the deep interior of the forest. Its nest is loosely woven and placed near the tip of branch in a small tree or shrub often, but not always, near water.	General (as of June 30, 2013)	Low	Forest habitat in the natural heritage study area is disturbed and highly fragmented. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Bank Swallow	<i>Riparia riparia</i>	—	THR	THR	S4B	In Ontario, the Bank Swallow breeds in a variety of natural and anthropogenic habitats, including lake bluffs, stream and river banks, sand and gravel pits, and roadcuts. Nests are generally built in a vertical or near-vertical bank. Breeding sites are typically located near open foraging sites such as rivers, lakes, grasslands, agricultural fields, wetlands and riparian woods. Forested areas are generally avoided.	General	Moderate	There are some suitable banks along the Don River and some parts of the valleyland, but no nests were found and this species was not observed during the breeding bird surveys. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Barn Swallow	<i>Hirundo rustica</i>	—	THR	THR	S4B	In Ontario, Barn Swallow breeds in areas that contain a suitable nesting structure, open areas for foraging, and a body of water. This species nests in human made structures including barns, buildings, sheds, bridges, and culverts. Preferred foraging habitat includes grassy fields, pastures, agricultural cropland, lake and river shorelines, cleared rights-of-way, and wetlands. Mud nests are fastened to vertical walls or built on a ledge underneath an overhang. Suitable nests from previous years are reused.	General Category 1 – Nest Category 2 – Area within 5 m of the nest Category 3 – Area between 5-200 m of the nest	High	No suitable nesting structures were found in the natural heritage study area which would be disturbed by the proposed project. Although there are no historical records of this species in the vicinity of the natural heritage study area, barn swallows were observed during the 2016 field surveys in the natural heritage study area.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Bird	Black Tern	<i>Chlidonias niger</i>	—	SC	NAR	S3B	In Ontario, the Black Tern breeds in freshwater marshlands where it forms small colonies. It prefers marshes or marsh complexes greater than 20 ha in area and which are not surrounded by wooded area. Black Terns are sensitive to the presence of agricultural activities. The Black Tern nests in wetlands with an even combination of open water and emergent vegetation, and still waters of 0.5-1.2 m deep. Preferred nest sites have short dense vegetation or tall sparse vegetation often consisting of cattails, bulrushes and occasionally burreed or other marshland plants. Black Terns also require posts or snags for perching.	—	Low	There are no large marshes or marsh complexes in the natural heritage study area. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Bobolink	<i>Dolichonyx oryzivorus</i>	—	THR	THR	S4B	In Ontario, the Bobolink breeds in grasslands or graminoid dominated hayfields with tall vegetation. Bobolinks prefer grassland habitat with a forb component and a moderate litter layer. They have low tolerance for presence of woody vegetation and are sensitive to frequent mowing within the breeding season. They are most abundant in established but regularly maintained hayfields, but also breed in lightly grazed pastures, old or fallow fields, cultural meadows and young hayfields. Their nest is woven from grasses and forbs. It is built on the ground, in dense vegetation, usually under the cover of one or more forbs.	General Category 1 – Nest and area within 10 m of nest Category 2 – Area between 10 – 60 m of the nest or centre of approximated defended territory Category 3 - Area of continuous suitable habitat between 60 – 300 m of the nest or centre of approximated defended territory	Low	There are no grasslands in the natural heritage study area. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Cerulean Warbler	<i>Setophaga cerulea</i>	SC	THR	END	S3B	In Ontario, breeding habitat of the Cerulean Warbler consists of second-growth or mature deciduous forest with a tall canopy of uneven vertical structure and a sparse understory. This habitat occurs in both wet bottomland forests and upland areas, and often contains large hickory and oak trees. This species may be attracted to gaps or openings in the upper canopy. The Cerulean Warbler is associated with large forest tracks, but may occur in woodlots as small as 10 ha. Nests are usually built on a horizontal limb in the mid-story or canopy of a large deciduous tree.	General	Low	Forest habitat in the natural heritage study area is disturbed and highly fragmented. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Chimney Swift	<i>Chaetura pelagica</i>	THR	THR	THR	S4B, S4N	In Ontario, Chimney Swift breeding habitat is varied and includes urban, suburban, rural and wooded sites. They are most commonly associated with towns and cities with large concentrations of chimneys. Preferred nesting sites are dark, sheltered spots with a vertical surface to which the bird can grip. Unused chimneys are the primary nesting and roosting structure, but other anthropogenic structures and large diameter cavity trees are also used.	General Category 1 – Human-made nest/roost, or natural nest/roost cavity and area within 90 m of natural cavity	High	No chimneys or chimney-like structures suitable for nesting were identified in the natural heritage study area. Chimney Swift has been reported historically in the broader landscape that includes the natural heritage study area, although specific nesting locations are not known. Numerous chimney swifts were observed during the breeding bird surveys in 2016.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Bird	Common Nighthawk	<i>Chordeiles minor</i>	THR	SC	THR	S4B	These aerial foragers require areas with large expanses of open habitat. This includes farmland, open woodlands, clearcuts, burns, rock outcrops, alvars, bog ferns, prairies, gravel pits and gravel rooftops in cities.	—	High	Open areas in the natural heritage study area are fragmented and subject to traffic and disturbance. There are gravel rooftops nearby that would be more suitable. Although there are no historical records of this species in the vicinity of the natural heritage study area, one common nighthawk was incidentally observed during anuran call count surveys in 2016.
Bird	Eastern Meadowlark	<i>Sturnella magna</i>	—	THR	THR	S4B	In Ontario, the Eastern Meadowlark breeds in pastures, hayfields, meadows and old fields. Eastern Meadowlarks prefer moderately tall grasslands with abundant litter cover, high grass proportion, and a forb component. They prefer well drained sites or slopes, and sites with different cover layers.	General Category 1 – Nest and area within 10 m of the nest Category 2 – Area between 10 – 100 m of the nest or centre of approximated defended territory Category 3 – Area of continuous suitable habitat between 100 – 300 m of the nest or centre of approximated defended territory	Low	There are no large open fields or grasslands in the natural heritage study area. Habitat is fragmented. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Eastern Wood-pewee	<i>Contopus virens</i>	—	SC	SC	S4B	In Ontario, the Eastern Wood-pewee inhabits a wide variety of wooded upland and lowland habitats, including deciduous, coniferous, or mixed forests. It occurs most frequently in forests with some degree of openness. Intermediate-aged forests with a relatively sparse midstory are preferred. Tends to inhabit edges of younger forests having a relatively dense midstory. Also occurs in anthropogenic habitats providing an open forested aspect such as parks and suburban neighborhoods. Nest is constructed atop a horizontal branch, one to two meters above the ground, in a wide variety of deciduous and coniferous trees.	—	High	Deciduous forests in the natural heritage study area are habitat for this species, and an individual was heard singing near the east end of the natural heritage study area during the 2015 field survey, and this species was also observed during the 2016 breeding bird surveys.
Bird	Least Bittern	<i>Ixobrychus exilis</i>	THR	THR	THR	S4B	In Ontario, the Least Bittern breeds in marshes, usually greater than 5 ha, with emergent vegetation, relatively stable water levels and areas of open water. Preferred habitat has water less than 1 m deep (usually 10 – 50 cm). Nests are built in tall stands of dense emergent or woody vegetation. Clarity of water is important as siltation, turbidity, or excessive eutrophication hinders foraging efficiency.	General (as of June 30, 2013)	Low	Wetlands in the natural heritage study area are too small to provide habitat for this species. There are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Peregrine Falcon (anatum subspecies)	<i>Falco peregrinus anatum</i>	SC	SC	SC	S3B	In Ontario, the Peregrine Falcon breeds in areas containing suitable nesting locations and sufficient prey resources. Such habitat includes both natural locations containing cliff faces (heights of 50 - 200 m preferred) and also anthropogenic landscapes including urban centres containing tall buildings, open pit mines and quarries, and road cuts. Peregrine Falcons nest on cliff ledges and crevices and building ledges. Nests consist of a simple scrape in the substrate.	—	Low	There are no tall buildings, cliffs or rock ledges that provide suitable habitat for this species in the natural heritage study area. There are no historical records of this species in the vicinity of the natural heritage study area.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Bird	Red-headed Woodpecker	<i>Melanerpes erythrocephalus</i>	THR	SC	THR	S4B	In Ontario, the Red-headed Woodpecker breeds in open, deciduous woodlands or woodland edges and are often found in parks, cemeteries, golf courses, orchards and savannahs. They may also breed in forest clearings or open agricultural areas provided that large trees are available for nesting. They prefer forests with little or no understory vegetation. They are often associated with beech or oak forests, beaver ponds and swamp forests where snags are numerous. Nests are excavated in the trunks of large dead trees.	—	Moderate	Mature trees in parkland or along river banks, forests with sparse understory, and forest edges may be suitable habitat for this species in the natural heritage study area. However, there are no historical records of this species in the vicinity of the natural heritage study area.
Bird	Short-eared Owl	<i>Asio flammeus</i>	SC	SC	SC	S2N,S4B	In Ontario, the Short-eared Owl breeds in a variety of open habitats including grasslands, tundra, bogs, marshes, clearcuts, burns, pastures and occasionally agricultural fields. The primary factor in determining breeding habitat is proximity to small mammal prey resources. Nests are built on the ground at a dry site and usually adjacent to a clump of tall vegetation used for cover and concealment.	—	Low	Open areas in the natural heritage study area are fragmented and subject to traffic and disturbance. This species is not known to occur in the vicinity of the natural heritage study area.
Bird	Wood Thrush	<i>Hylocichla mustelina</i>	—	SC	THR	S4B	During the breeding season, the Wood Thrush is found in moist, deciduous hardwood or mixed stands, often previously disturbed, with dense deciduous undergrowth and with tall trees for singing perches. Wood Thrush chooses habitats based on the structure of the forest. Specifically, this species selects nesting sites with the following characteristics: lower elevations with trees >16 m in height, a closed canopy cover (>70 %), a large variety of deciduous tree species, moderate subcanopy and shrub density, shade, fairly open forest floor, moist soil, and decaying leaf litter.	—	High	This species may occur in larger patches of deciduous forest in the natural heritage study area, although it may be sensitive to disturbance and edges. Although there are no historical records of this species in the vicinity of the natural heritage study area, this species was observed during the 2015/2016 field surveys in the natural heritage study area.
Bird	Yellow-breasted Chat	<i>Icteria virens</i>	SC	END	END	S2B	In Ontario, the Yellow-breasted Chat breeds in early successional, shrub-thicket habitats including woodland edges, regenerating old fields, railway and hydro rights-of-ways, young coniferous reforestations, and wet thickets bordering wetlands. Tangles of grape (<i>Vitis</i> spp.) and raspberry (<i>Rubus</i> spp.) vines are features of most breeding sites. There is some evidence that the Yellow-breasted Chat is an area sensitive species. Nests are located in dense shrubbery near to the ground.	General	Low	This species is not known to occur in the vicinity of the natural heritage study area. Disturbance and habitat fragmentation likely preclude this species from occurring in the natural heritage study area.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Fish	Redside Dace	<i>Clinostomus elongatus</i>	—	END	END	S2	The Redside Dace is a small coolwater species common in the USA but less so in Canada. In Ontario, it is found in tributaries of western Lake Ontario, Lake Erie, Lake Huron and Lake Simcoe. This species is found in pools and slow-moving areas of small headwater streams with clear to turbid water. Overhanging grasses, shrubs, and undercut banks are important habitat features, as are instream boulders and large woody debris. Substrate is variable and includes silt, sand, gravel and boulders. Spawning occurs in shallow riffle areas.	Regulated <u>In the geographic areas of:</u> cities of Hamilton and Toronto; counties of Bruce, Grey, Huron, Simcoe, and Wellington; regional municipalities of Durham, Halton, Peel and York; townships of St. Joseph, Jocelyn and Hilton; and the village of Hilton Beach <u>Regulated Habitat:</u> i. any part of a stream or other watercourse currently being used by reddsides dace, or was used during previous 20 years by reddsides dace and that provides suitable conditions to carry out life processes ii. the area encompassing the meander belt width of the stream or watercourse described in i., and the vegetated area or agricultural lands within 30 m of the stream or watercourse iii. stream, permanent or intermittent headwater drainage feature, groundwater discharge area or wetland that augments or maintains baseflow, coarse sediment supply or surface water quality of a part of stream or other watercourse described in i., provided that stream or watercourse has an average bankfull width of 7.5 m or less <u>In the geographic areas of:</u> in the City of Hamilton, counties of Bruce, Grey, Huron, Simcoe, and Wellington, and the regional municipalities of Durham, Halton, Peel and York <u>Regulated Habitat:</u> iv. Any part of a stream or other watercourse used by a reddsides dace at any time in the past located in the same or adjacent sub-watershed as area identified in i. that provides suitable conditions for successful stream corridor rehabilitation and for natural recolonization of reddsides dace v. area encompassing the meander belt width of an area described in iv., and the vegetated area or agricultural lands within 30 m of an area described in iv. vi. stream, permanent or intermittent headwater drainage feature, groundwater discharge area or wetland that augments or maintains baseflow, coarse sediment supply or surface water quality of a part of stream or other watercourse described in iv., provided that stream or watercourse has an average bankfull width of 7.5 m or less	Low	This species is not known to occur in lower reaches of the Don River, and instead prefers headwater streams.
Mammal	Eastern Cougar	<i>Puma concolor cougar</i>	—	END	DD	SU	This species historically inhabited extensive forested areas in Ontario.	General	Low	This species has not been encountered in Ontario in recent times.
Mammal	Grey Fox	<i>Urocyon cinereoargenteus</i>	THR	THR	THR	S1	While the Ontario range of this species extends across much of southern and southeastern Ontario, the only known population in the province is on Pelee Island, with very rare sightings elsewhere in the province at points close to the border with the United States. This species inhabits deciduous forests and marshes, and will den in a variety of features including rock outcroppings, hollow trees, burrows or brush piles, usually where dense brush provides cover and in close proximity to water. This species is considered a habitat generalist.	General (as of June 30, 2013)	Low	This species has a very restricted range and is not likely to occur in the vicinity of the natural heritage study area.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Mammal	Eastern Small-footed Myotis	<i>Myotis leibii</i>	—	END	—	S2S3	This species is not known to roost in trees, but there is very little known about its roosting habits. The species generally roosts on the ground under rocks, in rock crevices, talus slopes and rock piles. It occasionally inhabits buildings. Areas near the entrances of caves or abandoned mines, where the conditions are drafty with low humidity, and may be subfreezing, may be used as hibernacula.	General	Low	There are no rock crevices, rock piles, caves or abandoned mines in the natural heritage study area suitable for use as hibernacula.
Mammal	Little Brown Myotis	<i>Myotis lucifugus</i>	END	END	END	S4	In Ontario, this species range is extensive and covers much of the province. It will roost in both natural and man-made structures. They require a number of large dead trees, in specific stages of decay and that project above the canopy in relatively open areas. May form nursery colonies in the attics of buildings within 1 km of water. Caves or abandoned mines may be used for hibernaculum, but high humidity and stable above freezing temperatures are required.	General	Moderate	There are no historical records of this species in the vicinity of the natural heritage study area. However, there is an abundance of forest habitat and mature trees in the natural heritage study area. Some forested areas contain numerous snags, decaying trees and cavity trees. Watercourses and wetlands in the natural heritage study area provide foraging opportunities.
Mammal	Tri-colored Bat	<i>Perimyotis subflavus</i>	END	END	END	S3?	In Ontario, Tri-colored Bat may roost in foliage, in clumps of old leaves, hanging moss or squirrel nests. They are occasionally found in buildings although there are no records of this in Canada. They typically feed over aquatic areas with an affinity to large-bodied water and will likely roost in close proximity to these. Hibernation sites are found deep within caves or mines in areas of relatively warm temperatures. These bats have strong fidelity to their winter hibernation sites and may choose the exact same spot in a cave or mine from year to year.	—	Moderate	There are no historical records of this species in the vicinity of the natural heritage study area. However, there is an abundance of forest habitat and mature trees in the natural heritage study area. Watercourses and wetlands in the natural heritage study area provide foraging opportunities.
Mammal	Northern Myotis	<i>Myotis septentrionalis</i>	END	END	END	S3	In Ontario, this species range is extensive and covers much of the province. It will usually roost in hollows, crevices, and under loose bark of mature trees. Roosts may be established in the main trunk or a large branch of either living or dead trees. Caves or abandoned mines may be used for hibernaculum, but high humidity and stable above freezing temperatures are required.	General	Moderate	There are no historical records of this species in the vicinity of the natural heritage study area. However, there is an abundance of forest habitat and mature trees in the natural heritage study area. Some forested areas contain numerous snags, decaying trees and cavity trees. Watercourses and wetlands in the natural heritage study area provide foraging opportunities.
Reptile	Blanding's Turtle - Great Lakes/St. Lawrence population	<i>Emydoidea blandingii</i>	THR	THR	THR	S3	Blanding's Turtle will use a range of aquatic habitats, but favor those with shallow, standing or slow-moving water, rich nutrient levels, organic substrates and abundant aquatic vegetation. They will use rivers, but prefer slow-moving currents and are likely only transients in this type of habitat. This species is known to travel great distances over land in the spring in to order reach nesting sites, which can include dry conifer or mixed forests, partially vegetated fields, and roadsides. Suitable nesting substrates include organic soils, sands, gravel and cobble. They hibernate underwater and infrequently under debris close to water bodies.	General Category 1 – Nest and area within 30 m or overwintering sites and area within 30 m Category 2 – Wetland complex (i.e., all suitable wetlands or waterbodies within 500 m of each other) that extends up to 2 km from occurrence, and the area within 30 m around those suitable wetlands or waterbodies Category 3 – Area between 30 – 250 m around suitable wetlands/waterbodies identified in Category 2, within 2 km of an occurrence	Moderate	The Don River, a small pond and wetlands in the natural heritage study area may be suitable habitat for this species, although nesting opportunities are limited. This species was last recorded in the natural heritage study area in 1989.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Reptile	Eastern Ribbonsnake - Great Lakes population	<i>Thamnophis sauritus</i>	SC	SC	SC	S3	Eastern Ribbonsnake is semi-aquatic, and is rarely found far from shallow ponds, marshes, bogs, streams or swamps bordered by dense vegetation. This species prefers sunny locations and basks in low shrub branches. Mammal burrows, rock fissures and even ant mounds are used as hibernacula.	—	Moderate	Suitable aquatic habitat exists in the natural heritage study area. However, there are no recent (after 1995) records of this species in the vicinity of the natural heritage study area.
Reptile	Milksnake	<i>Lampropeltis triangulum</i>	SC	—	SC	S3	Milksnake uses a wide range of habitats including prairies, pastures, hayfields, wetlands and various forest types, and is well-known in rural areas where it frequents older buildings. Proximity to water and cover enhances habitat suitability. Hibernation takes place in mammal burrows, hollow logs, gravel or soil banks, and old foundations.	—	Moderate	Meadows, forest edges, thickets and riparian areas in the natural heritage study area may be suitable habitat for this species. This species has been recorded in the vicinity of the natural heritage study area recently (after 1995).
Reptile	Queensnake	<i>Regina septemvittata</i>	END	END	END	S2	Queensnake requires permanent aquatic habitat with large flat rocks, either submerged or on the bank/shoreline. Individuals rarely leaving the shoreline of permanent bodies of water with abundant shoreline cover and a healthy population of crayfish. They are fairly intolerant of silty substrates and most commonly are found in streams with bedrock and gravel substrates. The best sites have water temperatures that remain at or above 18°C during the active season, have a swift to moderate current and woodland surroundings. Hibernacula may occur in the abutments of old bridges, clay slope above high water mark and bedrock fissures.	Regulated In the geographic areas of: Regional Municipality of Waterloo, Municipality of Chatham-Kent, cities of Brantford, London and Windsor, counties of Bruce, Brant, Essex, Huron, Lambton, Middlesex and Oxford, Haldimand County and Norfolk County Regulated Habitat: • area within 50 m of all natural or man-made hibernacula • any part of watercourse, waterbody or marsh up to high water mark that is continuous and within 250 m of area used by Queensnake, and area up to 30 m inland from high water mark • where two known populations occur within 1 km of each other, intervening aquatic area and 5 m inland from high water mark protected • aquatic and riparian areas protection until five consecutive years of documented non-use	Low	Aquatic habitat exists in the natural heritage study area. However, there are no recent (after 1995) records of this species in the vicinity of the natural heritage study area.
Reptile	Northern Map Turtle	<i>Graptemys geographica</i>	SC	SC	SC	S3	Northern map turtle prefers large waterbodies with slow-moving currents, soft substrates, and abundant aquatic vegetation. Ideal stretches of shoreline contain suitable basking sites, such as rocks and logs. Hibernation takes place in soft substrates under deep water.	—	Moderate	Suitable aquatic habitat exists in the natural heritage study area. However, there are no recent (after 1995) records of this species in the vicinity of the natural heritage study area.
Reptile	Snapping Turtle	<i>Chelydra serpentina</i>	SC	SC	SC	S3	Snapping Turtle utilizes a wide range of waterbodies, but shows preference for areas with shallow, slow-moving water, soft substrates and dense aquatic vegetation. Hibernation takes place in soft substrates under water. Nesting sites consist of sand or gravel banks along waterways or roadways.	—	High	The Don River, a small pond and wetlands in the natural heritage study area may be suitable habitat for this species, although nesting opportunities are limited. This species was last recorded in the natural heritage study area in 2009.
Reptile	Spiny Softshell	<i>Apalone spinifera</i>	THR	THR	THR	S3	Spiny Softshell will typically inhabit rivers with soft bottoms but occasionally lakes, impoundments, bays, marshy lagoons, as well as ditches and ponds near rivers. Soft sandy or muddy substrates with aquatic vegetation are essential habitat features. Hibernation takes place in deep pools with soft substrates. Nesting areas consist of sandy or gravelly areas, relatively free of vegetation and close to water.	General (as of June 30, 2013)	Moderate	Suitable aquatic habitat exists in the natural heritage study area. However, there are no recent (after 1995) records of this species in the vicinity of the natural heritage study area.

Table 2: Species at Risk Screening

Taxon	Common Name	Scientific Name	Species at Risk Act (Schedule 1) ¹	Endangered Species Act, 2007 ²	COSEWIC ³	Provincial (SRank) ⁴	Habitat Requirements ⁵	Endangered Species Act, 2007 Habitat Protection Provisions ⁶	Potential to Occur in the Natural Heritage Study Area	Rationale for Potential to Occur in the Natural Heritage Study Area
Reptile	Stinkpot or Eastern Musk Turtle	<i>Sternotherus odoratus</i>	THR	SC	SC	S3	Eastern Musk Turtle is very rarely out of water and prefers permanent bodies of water that are shallow and clear, with little or no current and soft substrates with abundant organic materials. Hibernation occurs in soft substrates under water. Eggs are sometimes laid on open ground, or in shallow nests in decaying vegetation, shallow gravel or rock crevices.	General (as of June 30, 2013)	Moderate	Suitable aquatic habitat exists in the natural heritage study area. However, there are no recent (after 1995) records of this species in the vicinity of the natural heritage study area.
Vascular Plant	American Ginseng	<i>Panax quinquefolius</i>	END	END	END	S2	American Ginseng is found in moist, undisturbed and relatively mature deciduous woods often dominated by sugar maple. It is commonly found on well-drained, south-facing slopes. American ginseng grows under closed canopies in neutral, loamy soils.	General Category 1 – Area occupied by American ginseng and area of forest or treed swamp Ecological Land Classification (ELC) community classes within 100 m of occupied area Category 2 – Area of forest or treed swamp ELC community classes between 100-150 m of occupied area, and contiguous with Category 1	Low	The forests in the natural heritage study area are highly disturbed, and the understory is sparse and dominated by garlic mustard and dog-strangling vine. This species is not known to occur in the natural heritage study area.
Vascular Plant	Bashful Bulrush or Few-flowered Club-rush	<i>Trichophorum planifolium</i>	END	END	END	S1	The Bashful Bulrush grows in open deciduous forests, especially dry oak woodlands, with an open understory. This plant requires warmth and good drainage, and occurs on steep slopes with neutral to slightly acidic soils.	Regulated In the geographic areas of: i. Lot 32, ranges 2 and 3, in Township of Pickering, in the City of Pickering, Regional Municipality of Durham ii. Lots 21 to 26, Concession 1, in Royal Botanical Gardens in Township of Flamborough, City of Hamilton iii. Lot 1, Concession Gore, in Royal Botanical Gardens in Township of Ancaster, City of Hamilton Regulated Habitat: • dry fresh oak deciduous forest • dry fresh oak-maple-hickory deciduous forest • dry tallgrass woodland (only in geographic regions ii and iii above)	Low	There is no known population of this species in the vicinity of the natural heritage study area.
Vascular Plant	Broad Beech Fern	<i>Phegopteris hexagonoptera</i>	—	SC	SC	S3	Broad Beech Fern inhabits rich, undisturbed mature deciduous forest dominated by beech and maple. It typically grows in moist to wet, sandy soils of lower valley slopes and occasionally swamps.	—	Low	The forests in the natural heritage study area are highly disturbed, and the understory is sparse and dominated by garlic mustard and dog-strangling vine. There are no historical records of this species in the vicinity of the natural heritage study area.
Vascular Plant	Butternut	<i>Juglans cinerea</i>	END	END	END	S3?	Butternut is found along stream banks, on wooded valley slopes, and in deciduous and mixed forests. It is commonly associated with beech, maple, oak and hickory. Butternut prefers moist, fertile, well-drained soils, but can also be found in rocky limestone soils. This species is shade intolerant.	General (as of June 30, 2013)	High	Forests and forest edges in the natural heritage study area may be suitable habitat. This species was observed during the 2015 field surveys in sugar maple/beech deciduous forest in the natural heritage study area.

Notes:

¹ *Species at Risk Act (SARA)*, 2002. Schedule 1 (Last amended 17 December 2014); Part 1 (Extirpated), Part 2 (Endangered), Part 3 (Threatened), Part 4 (Special Concern)

² *Endangered Species Act, 2007 (ESA 2007)* (Ontario Regulation (O.Reg) 242/08 last amended 26 November 2014 as O.Reg 232/14). Species at Risk in Ontario (SARO) List, 2007 (O.Reg 230/08 last amended 31 Mar 2015 as O.Reg 66/15, s. 1.); Schedule 1 (Extirpated - EXP), Schedule 2 (Endangered - END), Schedule 3 (Threatened - THR), Schedule 4 (Special Concern - SC)

³ Committee on the Status of Endangered Wildlife in Canada (COSEWIC) <http://www.cosewic.gc.ca/>

⁴ Provincial Ranks (SRANK) are Rarity Ranks assigned to a species or ecological communities, by the Natural Heritage Information Centre (NHIC). These ranks are not legal designations. SRANKS are evaluated by NHIC on a continual basis and updated lists produced annually. SX (Presumed Extirpated), SH (Possibly Extirpated - Historical), S1 (Critically Imperiled), S2 (Imperiled), S3 (Vulnerable), S4 (Apparently Secure), S5 (Secure), SNA (Not Applicable), S#S# (Range Rank), S? (Not ranked yet), SAB (Breeding Accident), SAN (Non-breeding Accident), SX (Apparently Extirpated). Accessed September 2015.

⁵ Sources:

Committee on the Status of Endangered Wildlife in Canada (COSEWIC). 2010. Status Reports. COSEWIC. Available from: http://www.cosewic.gc.ca/eng/sct2/index_e.cfm

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⁶ General Habitat Protection is applied when a species is newly listed as endangered or threatened on the SARO list under the ESA, 2007. The definition of general habitat applies to areas that a species currently depends on. These areas may include dens and nests, wetlands, forests and other areas essential for breeding, rearing, feeding, hibernation and migration. General habitat protection will also apply to all listed endangered or threatened species without a species-specific habitat regulation as of June 30, 2013 (ESA 2007, c.6, s.10 (2)). Regulated Habitat is species-specific habitat used as the legal description of that species habitat. Once a species-specific habitat regulation is created, it replaces general habitat protection. Refer to O.Reg 242/08 for full details regarding regulated habitat.

'—' No status or not applicable

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4.0 REFERENCES

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5.0 CLOSURE

We trust this memorandum meets your needs in providing an overview of the SAR screening completed to support the Class EA of the proposed project and to inform future conversations and construction planning in the natural heritage study area. Should you have any questions or comments, please do not hesitate to contact Richard Booth or James Francis.



Richard Booth, Ph.D.
Associate, Senior Ecologist

JF/DM/RB/ARG/wlm

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APPENDIX C

CONSULTATION

APPENDIX C1

FIRST NATIONS COMMUNITIES

CONTACT LIST

First Nations Contacts

First Name	Last Name	Organization	Address	City	Province	Postal Code	Email
Mississaugas of the New Credit First Nation (MNCFN)							
Chief R. Stacey	LaForme	MNCFN	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Stacey.LaForme@newcreditfirstnation.com
Fawn D.	Sault	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Fawn.Sault@newcreditfirstnation.com
Chris	Neill	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Chris.Neill@newcreditfirstnation.com
Mark	LaForme	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Mark.LaForme@newcreditfirstnation.com
Megan	DeVries	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Megan.DeVries@newcreditfirstnation.com
Quentin	Lewis	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Quentin.Lewis@newcreditfirstnation.com
Anne	Chabot	MNCFN, Department of Consultation and Accommodation	2789 Mississauga Road, RR#6	Hagersville	Ontario	N0A 1H0	Anne.Chabot@newcreditfirstnation.com
Haudenosaunee Development Institute (HDI) / Haudenosaunee Confederacy Chiefs Council (HCCC)							
Wayne	Hill	HDI/HCCC	—	-	-	-	tworowarchaeology@gmail.com

Note: “—” = specific contact information not available.

RECORD OF CONSULTATION

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

First Nations Consultation

Date	Method	First Nation Contact	Project Team Member	Communication Summary
Haudenosaunee Development Institute (HDI)/Haudenosaunee Confederacy Chiefs Council (HCCC)				
May 20, 2016	Email (Received)	Wayne Hill	TMHC Archaeological and GIS Services	Timmins Martelle Heritage Consultants (TMHC) received an email from the HDI/HCCC stating their awareness of TMHC's plan to undertake archaeological work in the Haudenosaunee 1701 Nanfan treaty lands on behalf of Hydro One. HDI/HCCC requested that TMHC cease and desist any and all activities. HDI/HCCC stated that TMHC and Hydro One have failed to engage the HDI/HCCC as recommended by the MTCS' Technical Standards and Guidelines as these are the HDI/HCCC's traditional lands. HDI/HCCC stated that they are looking forward to TMHC's response.
May 31, 2016	Email (Sent)	Wayne Hill	Daniel Charbonneau (Hydro One)	Hydro One emailed the HDI/HCCC in response to their May 20, 2016 email to TMHC regarding the project. Hydro One provided a brief description of the project scope and provided a map of the Stage 2 archaeological assessment area. Hydro One stated that the Crown (Ministry of Energy) has been consulted in January 2015 and in March 2015, the Ministry of Energy advised Hydro One that rights-based consultation with First Nation communities on this project was not necessary at this time. Hydro One requested that the HDI/HCCC provide information about the Treaty rights they are concerned may be negatively impacted by the work undertaken by Hydro One in downtown Toronto. Hydro One stated that once they have an understanding of their concerns, they will notify the Crown (Ministry of Energy). Should the Crown determine it to be necessary, it may delegate the procedural aspects of its duty to consult to Hydro One. Hydro One stated that unless otherwise advised by the Crown, Hydro One will proceed with the proposed project as planned.
Mississaugas of the New Credit First Nation (MNCFN)				
January 13, 2016	Email (Sent)	Stacey LaForme	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing notification of the upcoming Class EA for the proposed project. Hydro One provided a brief summary of the scope of the proposed project, notice of the first round of PICs (February 8 and 10, 2016), and provided the notification letter, proposed project map, and newspaper advertisement as email attachments. Hydro One also provided their contact information and the proposed project's website link and stated that it will be accessible in the near future. Hydro One stated that hard copies of the attached letter, map and newspaper ad will be sent to MNCFN shortly.
January 14, 2016	Registered Mail (sent)	Fawn Sault, Stacey Laforme	Paul Dalmazzi (Hydro One)	Hydro One mailed, via Canada Post registered mail, hardcopies of the notification letter, maps and notice of the first round of PICs.
January 15, 2016	Email (Received)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNCFN, thanking them for the project EA notification. The MNCFN stated that they have a high level of concern related to the project's potential impacts on MNCFN's interests. The MNCFN provided an attached letter that contained additional information. The MNCFN requested to be notified of any changes to the project as they may impact MNCFN's interests and also requested a copy of all associated environmental and/or archaeological reports. The MNCFN stated that MNCFN employed Field Liaison Representatives (FLRs) must be on location whenever any environmental and/or archaeological assessment fieldwork is undertaken. The MNCFN requested to be notified as soon as possible if additional work is scheduled so that MNCFN's participation can be discussed and arranged. The MNCFN stated that they look forward to hearing from Hydro One and setting a date and time for a meeting.
February 5, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, responding to the MNCFN's letter dated January 15, 2016. Hydro One stated that the Project Team would be happy to meet with the MNCFN to discuss the project and Class EA. Hydro One stated that they are available to meet on the afternoon of February 11, or the morning of February 12, 2016. Hydro One stated that if these times are incompatible, the MNCFN can suggest some alternate times so that a meeting can be arranged.
February 7, 2016	Email (Sent)	Carolyn King	Sara Jane Souliere (Hydro One)	Hydro One received an email from the MNCFN, providing information about the MNCFN's 6th Annual Historical Gathering from February 17 to 19, 2016.
February 8, 2016	Telephone (Sent)	Fawn Sault	Daniel Charbonneau (Hydro One)	Hydro One left a voicemail for the MNCFN regarding the meeting scheduled for the week of February 10, 2016 and requested a call back.
February 17, 2016	Email (Received)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNCFN, inquiring if March 22, 2016 is a suitable date for meeting with Hydro One.
February 19, 2016	Email (Sent; Received; Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN in response to their scheduling email on February 17, 2016 and stated that the Project Team is unavailable from March 22 to 29, 2016. Hydro One stated that they are available on March 21, 2016 or from March 30, 2016 onward. The MNCFN responded by email to Hydro One at 3:29 p.m. stating that the meeting will have to be scheduled for March 30, 2016 or later. Hydro One responded by email to the MNCFN at 3:30 p.m. inquiring if the MNCFN have a preference for a meeting date between either March 30, 31, or April 1, 2016.
February 29, 2016	Email (Sent and Received)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN inquiring about availability for a meeting on either March 30, 31, or April 1, 2016. The MNCFN responded by email to Hydro One at 12:55 p.m. stating that none of the aforementioned dates are suitable. The MNCFN stated that they will look for other available dates to meet. Hydro One responded by email to the MNCFN at 12:55 p.m. thanking the MNCFN. The MNCFN responded by email to Hydro One at 1:32 p.m. inquiring if March 22, 2016 is a suitable meeting date. Hydro One responded by email to Hydro One at 1:40 p.m. stating that March 22, 2016 is not a suitable meeting date and stated that they could be available on March 24, 2016 or available to meet from March 30, 2016 and onwards. The MNCFN responded by email to Hydro One at 1:47 p.m., proposing to meet during the first week of April 2016, on either April 6 or 7, 2016.
March 1, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN stating that they are available on April 6 and 7 and proposed meeting on April 6, 2016. Hydro One provided the names of the Hydro personnel who will be attending the meeting and provided an electronic copy of the information panels displayed at the recent open house.
April 4, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN requesting confirmation that the meeting with the MNCFN is still taking place on April 6, 2016. Hydro One inquired if the MNCFN has specific questions or topics for discussion for the meeting.
April 6, 2016	Meeting	Anne Chabot, Fawn Sault, Mark LaForme,	Hydro One: Paul Dalmazzi, Farah El Ayoubi, Jennifer Vuong, Daniel	Hydro One representatives met with the MNCFN and Pape Salter Teillet LLP to discuss the proposed project. The purpose of the meeting was to discuss the potential coordination of studies for the Leaside to Main Infrastructure Refurbishment project (the proposed project) and MNCFN involvement. Both Hydro One and the MNCFN were in agreement that long term relationship building was the goal and that this would be achieved in part by working closely on this project. Roles and responsibilities from both parties were clarified, and future actions were set – awaiting coordination. The MNCFN will provide field liaison representatives (FLRs) for the biological and archaeological surveys that will be conducted. Results from these surveys will be discussed at a future meeting with the

Leaside to Main Infrastructure Refurbishment Project
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Date	Method	First Nation Contact	Project Team Member	Communication Summary
		Megan DeVries, Quentin Lewis	Charbonneau, and Dima Ostrovsky	MNCFN. The MNCFN is invited to work closely with Hydro One, TRCA, the City of Toronto, and other potentially interested parties on biodiversity initiatives that will occur later in the project's timeline.
April 8, 2016	Email (Sent)	Fawn Sault, Megan DeVries	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing the first technical memo from Golder Associates Ltd. (results of preliminary Summer 2015 surveys) and the Stage 1 archaeological assessment by Timmins-Martell Heritage Consultants (TMHC). Hydro One stated that they will email the MNCFN the second half of the mapping document in another email. Hydro One emailed the MNCFN at 4:30 p.m., providing the second part of the TMHC Stage 1 report as an email attachment.
April 11, 2016	Email (Sent)	Megan DeVries	Farah El Ayoubi (Hydro One)	Hydro One emailed the MNCFN requesting information on the qualifications and training the FLRs have. Hydro One stated that they have reviewed the agreement and have made a few minor changes and will send the agreement back to the MNCFN once they have received a response from the MNCFN.
April 12, 2016	Email (Received)	Megan DeVries	Farah El Ayoubi (Hydro One)	Hydro One received an email from the MNCFN that outlined the training and experience of the MNCFN Field Liaison Representatives (FLRs). The MNCFN stated that the FLRs have received environmental and archaeological training specifically designed to teach representatives from Aboriginal communities the basics of the field surveys involved in EAs and how to participate as monitors during them. Hydro One emailed the MNCFN at 2:31 p.m., providing the revised FLR Letter of Agreement for review. Hydro One stated that they have removed mention of construction in the agreement and stated that the focus of the contract is on the surveys done during the EA planning stage. Hydro One stated that they can meet with the MNCFN to discuss the findings and the next steps as the project progresses. Hydro One stated that once the MNCFN has reviewed the agreement, the two parties can proceed to signing. Hydro One emailed the MNCFN at 5:06 p.m. stating that they have sent the MNCFN an incorrect version of the agreement and will resend the correct version to MNCFN on April 13, 2016.
April 13, 2016	Email (Sent and Received)	Megan DeVries	Farah El Ayoubi (Hydro One)	Hydro One emailed the MNCFN, providing the revised FLR Letter of Agreement contract in an email attachment. MNCFN responded by email to Hydro One at 2:30 p.m. providing the signed FLR Agreement as an email attachment. The MNCFN requested to have the final copy, signed by Hydro One, returned to the MNCFN by noon on April 14, 2016, and the MNCFN will be able to deploy the FLRs to join Golder on the amphibian call survey on April 14, 2016. The MNCFN also provided a copy of the Code of Conduct under which their FLRs abide. The MNCFN discussed logistics of environmental fieldwork with Hydro One.
April 13, 2016	Email (Sent and Received)	Megan DeVries	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing the schedule for the upcoming surveys (amphibian call, breeding bird, vegetation, and archaeological) scheduled for spring and early summer 2016. Hydro One stated that their consultant, Golder, is beginning a survey on April 14, 2016 and stated that if the agreement can be signed before then, a FLR can join the field crew. Hydro One listed the personal protective equipment the FLR will need for the field survey. Hydro One provided the names of the Golder staff members who can coordinate scheduling and logistics with the MNCFN. Hydro One stated that they will keep the MNCFN updated in regards to the Stage 2 archaeological survey work with TMHC. MNCFN responded by email to Hydro One at 1:18 p.m. inquiring if a mountain bike will be necessary for all EA surveys or just the one starting tomorrow. MNCFN stated that they will do their best to execute the contract by the end of the day, otherwise the MNCFN FLRs will join Golder for the basking turtle surveys next week. MNCFN responded by email to Hydro One at 2:37 p.m. stating that they hope to have the executed agreement by the end of day today or early tomorrow. MNCFN stated that they would like to arrange the participation of an FLR for the amphibian survey scheduled on April 14, 2016 and provided the FLR's contact information. MNCFN requested the name and contact information for the Golder field crew lead and the meeting time and location for the amphibian survey.
April 14, 2016	Email (Sent and Received)	Megan DeVries	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing two invoicing options for the MNCFN, stating that it was always the intention that Hydro One would pay the cost and that Hydro One would always hold the responsibility for consultation as the proponent. Hydro One requested to be notified of the MNCFN's invoicing preference. Hydro One provided the signed FLR Agreement signed by the Hydro One manager. Hydro One stated that their subconsultant, Golder, is requesting confirmation that the FLRs are to strictly comply with Golder's health and safety plan and participate in Golder's daily safety meetings. Hydro One stated that this is covered by clause 4 b of the contract but also requested email confirmation from the MNCFN. Hydro One stated that they can have Golder's health and safety policies sent to MNCFN to review. Hydro One stated that they can proceed with getting an FLR for the amphibian call survey tonight and stated that Golder will coordinate this. The MNCFN responded by email to Hydro One at 1:23 p.m. stating that they will speak to their supervisor regarding the invoicing options and provide a response to Hydro One tomorrow. The MNCFN stated that with the signed contract, they are set to mobilize. The MNCFN stated that they have not been contacted from Golder and stated that they are assuming there is no amphibian survey tonight. The MNCFN stated that they need sufficient time to mobilize the FLRS which is why they requested that information for noon today.
April 14, 2016	Email (Sent and Received)	Megan DeVries	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN stating that Golder intends to conduct the amphibian survey that night and provided the field crew lead's contact information and meeting time and location. Hydro One stated that they understand that the MNCFN needs time to mobilize and stated that they will do their best to accommodate. Hydro One stated that the survey will proceed tonight so that the timing window is not missed. Hydro One stated that if the MNCFN FLR can make it to the meeting point tonight, the field crew would be happy to include them. Hydro One stated that if this is not feasible, then the FLRs can participate in next week's turtle basking surveys. Hydro One stated that there is at least one other amphibian call survey scheduled in the May 1 to 15, 2016 window. Hydro One requested to be notified if the MNCFN's FLR can attend tonight's amphibian call survey. Hydro One telephoned the MNCFN at 4:15 p.m. to discuss the logistics of the amphibian call survey. The MNCFN responded by email to Hydro One at 4:32 p.m. stating that they do not have any FLRs available that evening to participate in tonight's amphibian call survey. The MNCFN stated that the FLRs are looking forward to joining the fieldwork next week. The MNCFN stated that as indicated by Mark LaForme, the MNCFN can have Golder process the invoices for the fieldwork and will have it noted that the invoices should first be submitted to Hydro One. The MNCFN stated that they will have the FLRs review and sign the health and safety plan from Golder if required and requested that Golder forward the plan for the FLRs to review.
April 14, 2016	Email (Received)	Mark LaForme	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNCFN stating that while the method of invoicing referenced in the email between Hydro One and MNCFN at 10:19 a.m. is not their preference, they are in agreement with the proposal from Hydro One to have Golder pay the invoices.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	First Nation Contact	Project Team Member	Communication Summary
April 19, 2016	Email (Sent and Received)	Megan DeVries	Richard Booth (Golder)	Golder emailed the MNCFN, providing a copy of the Health and Safety Plan, Field Level Hazard Assessment, meeting location, and map for that week's fieldwork. Golder stated that the MNCFN FLRs should review the health and safety plan and will need to sign the plan and field level hazard assessment form at the tailgate meeting. MNCFN responded by email to Golder at 12:08 p.m. thanking Golder and inquiring about the Golder field crew leader's name and contact number. MNCFN provided the FLR's contact information.
April 25, 2016	Email (Sent)	Megan DeVries	Matthew Beaudoin (TMHC Archaeological and GIS Services)	TMHC emailed the MNCFN inquiring about logistics of FLR accommodations during field surveys.
April 25, 2016	Email (Received and Sent)	Megan DeVries	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNCFN, forwarding an email sent from TMHC to MNCFN earlier that day regarding the logistics of FLR accommodations during field surveys. MNCFN stated that in the long-run, it would be more time and cost effective to arrange for overnight accommodations for FLRS participating in the archaeological surveys. The MNCFN discussed the logistics of overnight accommodation and inquired about how Hydro One wishes to proceed. Hydro One responded by email to the MNCFN at 3:40 p.m. stating that they agree that overnight accommodations are suitable for situations where there are back-to-back fieldwork days in the City or particularly early starts or late finishes. Hydro One stated that they are okay with TMHC handling all room bookings on behalf of the FLRS. The MNCFN responded by email to Hydro One at 3:45 p.m. stating that they will proceed with this as discussed.
June 8, 2016	Email (Sent)	Chris Neill	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing information on the biological field surveys and stage 2 archaeological assessment field survey planned for the next week or so. Hydro One stated that Derek Morningstar of Golder and Matt Beaudoin of TMHC will provide additional information and confirm details as they become available. Hydro One stated that the Toronto Region Conservation Authority (TRCA) will be conducting the stage 2 archaeology assessment on TRCA property and a MNCFN FLR is welcome to attend their survey. Hydro One stated that a TMHC staff member will also attend to observe as well.
June 13, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing an update on the field studies for the project. Hydro One briefly discussed the two route options for the Leaside TS to Todmorden JCT section and the evaluation matrix that will be used to select the preferred route. Hydro One proposed meeting with the MNCFN Department of Consultation and Accommodation (DOCA) during the week of July 5 to 8 to discuss and recap the field survey and findings and for Hydro One to present the route evaluation matrix and first draft of the evaluation. Hydro One stated that they would also like MNCFN and DOCA's input into the evaluation and discuss the scoring of other criteria of interest to the MNCFN. Hydro One stated that they would like to meet with the MNCFN and DOCA before presenting this information to the public or to project stakeholders and will forward more information as it becomes available. Hydro One attached the draft meeting minutes for the April 2016 meeting between Hydro One and MNCFN and requested that MNCFN review them before the meeting minutes are finalized.
June 20, 2016	Email (Sent and Received)	Fawn Sault, Mark LaForme	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, following up on their email sent on July 13, 2016 regarding the proposed meeting during the week of July 5 to 8, 2016. Hydro One inquired if the MNCFN is available to meet at the DOCA office to review the results of the field studies and to discuss the route evaluation and selection process. Hydro One stated that the MNCFN can suggest alternative dates if the proposed dates do not work for their schedule. The MNCFN responded by email to Hydro One at 3:36 p.m. stating that they are available for a meeting on July 7, 2016 at 10:00 a.m. The MNCFN stated that Mark LaForme will not be attending but a new employee, Darin Wybenga will be. The MNCFN inquired if an Outlook invite will be sent.
June 21, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, following up on their email sent on July 20, 2016 regarding the proposed July 7, 2016 meeting. Hydro One provided the names of their employees who will be attending. Hydro One informed the MNCFN that the technical memos summarizing Golder's field surveys will be sent to the MNCFN shortly. Hydro One will also send the route selection matrix to the MNCFN prior to the meeting for review.
June 24, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing a summary of the Stage 2 archaeological assessment undertaken by TMHC that was attended by MNCFN FLRs last week. Hydro One stated that they will forward the full Stage 2 report and the TRCA archaeology staff Stage 2 assessment report when it is completed. Hydro One stated that similar memos for the biological surveys will be sent to MNCFN shortly, before their meeting with Hydro One on July 7, 2016.
June 30, 2016	Registered Mail (Sent)	Fawn Sault, Stacey Laforme	Paul Dalmazzi (Hydro One)	Hardcopies of the invitation to the second round of PICs was sent via Canada Post registered mail.
July 05, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing the final technical memos from Golder, describing the results of the field surveys and the background research and field observations relating to hydrology and hydrogeology in the study area. Hydro One also provided the route evaluation matrix and stated that option 2 is the preferred route as of now. Hydro One stated that they will discuss the matrix at the meeting, explain their rationale for scoring to date and receive the MNCFN's feedback and input.
July 7, 2016	Meeting	Chris Neill, Darin Wybenga, Fawn Sault, Quentin Lewis	Hydro One: Paul Dalmazzi, Farah El Ayoubi, and Dima Ostrovsky	Hydro One met with the MNCFN's DOCA staff. Topics discussed included: <ul style="list-style-type: none"> - the evaluation matrix and their confidence in Hydro One's assessment and expertise in many of the criteria they were less than familiar with; - interest in potentially including the MNCFN FLRs in more of the planning stages of the field work; - prefer option 1 for the aquatic criteria but understand the timing and mitigation measures; - butternut trees identified in close proximity but they do not appear to be directly affected or need removal. Hydro One will notify the MNCFN if this changes; - interest in obtaining wood from trees that are felled for the project, but require that it be left on the ground near where it was felled for 1 year to ensure no pests and invasive species are brought with the wood. Hydro One proposed an alternative stockpile location and will follow-up on this; - interest in having input into restorative seed mixes used during/after construction. MNCFN expressed interest in including traditional use and medicinal species. Hydro One stated that they will consult with the nurseries suggested by the MNCFN when it comes time to selecting a seed mix; - expressed interest in walking the preferred route prior to construction and interest in transplanting these plants to the reserve. Hydro One will follow-up with forestry crews to find out when the corridor will be cleared and then relate this information to MNCFN to arrange scheduling of the walk; - DOCA informed Hydro One of the upcoming community event in September and inquired if Hydro One could attend; - MNCFN DOCA staff stated that they will review the evaluation matrix in detail and provide their feedback by July 14 or shortly afterwards; and, - MNCFN DOCA staff requested digital copies of the draft ESR in addition to 1 hard copy.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	First Nation Contact	Project Team Member	Communication Summary
July 8, 2016	Email (Received)	Chris Neill	Hydro One: Paul Dalmazzi, Farah El Ayoubi, Dima Ostrovsky	Hydro One received an email from the MNCFN stating that it was good to meet with the Hydro One staff. The MNCFN stated that they have provided their initial observations on the Evaluation Matrix and stated that in general, there are no special concerns as Hydro One has contemplated every contingency with due diligence.
July 14, 2016	Email (Sent)	Fawn Sault	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN, providing the draft July 7, 2016 meeting notes for their review. Hydro One stated that if the MNCFN has any questions, comments or changes, Hydro One will incorporate them. Hydro One inquired if the MNCFN will be providing further comments on the evaluation matrix and sent an updated version of the matrix that incorporates changes made by a group of municipal staff (City of Toronto, TRCA, TTC). Hydro One stated that they will notify the MNCFN when a firm date is set for forestry maintenance.
July 29, 2016	Email (Sent)	Fawn Sault	Farah El Ayoubi (Hydro One)	Hydro One emailed the MNCFN, providing an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project's website.
August 31, 2016	Email (Sent)	Fawn Sault	Farah El Ayoubi (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 28, 2016	Meeting	Fawn Sault, Chris Neill	Paul Dalmazzi (Hydro One)	Hydro One delivered a hard copy of the draft ESR and discussed the upcoming review and comment period.
September 30, 2016	Email (Received)	Chris Neill	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNCFN regarding the draft ESR. The MNCFN stated that the draft ESR is currently being reviewed and provided positive feedback on the report and stated that they foresee using the draft ESR as reference material to contribute to training their field representatives. The MNCFN noted that through the reports, they can see the results of the field studies in which many of their FLRs participated. The MNCFN noted that these studies are examples of the reporting requirements that have to be met and the formatting parameters that comprise the industry standard. The MNCFN thanked Hydro One.
October 4, 2016	Email (Sent)	Chris Neill	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN in response to their email on September 30, 2016 that provided feedback on the draft ESR. Hydro One thanked the MNCFN for the feedback and stated that Hydro One has forwarded the feedback to the consultants, TMHC and Golder. Hydro One requested to be notified if the MNCFN has any questions or additional comments as they review the draft ESR.
October 18, 2016	Email (Sent; Received)	Chris Neill	Paul Dalmazzi (Hydro One)	Hydro One emailed the MNCFN informing that the MTCS has accepted the Stage 2 archaeological assessment report that TMHC had produced for the project. Hydro One provided the MNCFN with a copy of the notice and informed them that TMHC will courier a hardcopy of the final Stage 2 report to the MNCFN. Hydro One requested to be notified if the MNCFN has any questions or comments. Hydro One stated that they are awaiting a response regarding the Stage 2 archaeological assessment that the TRCA undertook for the project on TRCA property, which the MNCFN FLRs also observed. Hydro One stated that they will keep the MNCFN apprised of any updates regarding the TRCA portion of the archaeology work. The MNCFN responded to Hydro One via email at 10:54 a.m. stating that the MNCFN has already reviewed the Stage 2 archaeological assessment report and noted that nothing was found during the Stage 2 assessment and no further archeological work was recommended. The MNCFN stated that they have no additional comments.

Hydro One Networks Inc.

483 Bay Street
TCT14, North Tower
Toronto, Ontario, M5G 2P5

Tel: 416-345-6597
Brian.McCormick@HydroOne.com



Brian McCormick

Manager, Environmental Engineering & Project Support

January 13, 2016

Chief R. Stacey LaForme
Mississaugas of the New Credit First Nation
2789 Mississauga Road RR 6
Hagersville, Ontario
N0A 1H0

RE: Leaside to Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear Chief LaForme,

I am writing to inform you that Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to refurbish existing transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and minimize the risk for future power interruptions. The project area, including existing Hydro One infrastructure, is shown on the attached map.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission line that are approaching their end-of-life and require replacement. These two sections of underground transmission line run approximately 1 km from the Leaside Transformer Station (TS) to Todmorden Junction (JCT), a transmission line connection point, and approximately 1.5 km from Lumsden JCT to Main TS. This work will result in increased reliability in the area, and will reduce the cost and disruption of any future maintenance or repair work on the underground transmission lines.

Hydro One will also be replacing and upgrading approximately 5 km of the overhead wire (shield wire), which protects the transmission line from lightning strikes, between Todmorden JCT and Lumsden JCT. Upgrading the skywire with modern technology will result in improved telecommunication capacity in the area.

Through the Class EA, Hydro One will assess two options for the underground transmission line replacement between Leaside TS and Todmorden JCT. These options are described as follows and are shown on the attached map:

Option 1: Replacement of the new 115 kV underground transmission line along the existing route between Leaside TS and Todmorden JCT.

Option 2: Construction of a new 115 kV underground transmission line between Leaside TS and Todmorden JCT, along an existing Hydro One corridor.

No feasible alternatives have been identified for the underground line replacement between Main TS and Lumsden JCT, or overhead skywire replacement portion of the project.

The proposed undertaking is subject to provincial *Environmental Assessment Act* approval and is being planned in accordance with the *Class Environmental Assessment for Minor Transmission Facilities*. This document was developed as a streamlined process to ensure that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner. Subject to the outcome of the Class EA, construction may begin by the end of 2016.

Public Information Centres (PICs) are scheduled for the evenings of February 8th and 10th, 2016. These PICs will provide interested parties with an opportunity to learn more about the project and the Class EA process, as well as to provide feedback and discuss any questions/concerns with our project team. Please see the attached newspaper ad for additional information on the PICs.

In the interim, we welcome your comments and feedback on the Leaside to Main Infrastructure Refurbishment Project. We would be pleased to arrange a meeting to gather your input/feedback and discuss with you the areas of interest and/or concern regarding this project at your request.

If you have any questions regarding this project, please feel free to contact me at (416) 345-6597, or Paul Dalmazzi, Environmental Planner, at (416) 345-6145 or Paul.Dalmazzi@HydroOne.com.

Sincerely,



Brian McCormick
Manager, Environmental Engineering & Project Support
Hydro One Networks Inc.

CC: Fawn Sault, Consultation Manager, Mississaugas of the New Credit First Nation
Sara Jane Souliere, Sr. Advisor, First Nations & Métis Relations, Hydro One networks Inc.



January 15, 2016

Brian McCormick
Manager, Environmental Engineering & Project Support
Hydro One Networks Inc.
483 Bay Street
TCT 14, North Tower
Toronto, ON. M5G 2P5

Dear Mr. McCormick,

Thank you for your notification *on Leaside to Main Infrastructure Refurbishment Project Class Environmental Assessment* dated *January 13, 2016*. The Mississaugas of New Credit First Nation (MNCFN) has a high level of concern related to this project's potential impacts on MNCFN's interests. We believe that a substantive consultation process which may include a formal consultation agreement is required for this project and therefore request to meet with you as soon as possible. We will be requesting capacity funding for pre-consultation review and additional funding if we determine our full participation will be required during the project approvals and permitting process. **In addition, we respectfully ask you to immediately notify us if there are any changes to the project which may impact MNCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports.**

Additionally, MNCFN employs Field Liaison Representatives ("FLRs") to act as official representatives of the community and who are answerable to MNCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs' mandate is to ensure that MNCFN's perspectives and priorities are considered in the field and to enable MNCFN to provide timely, relevant, and meaningful comment on the Project. Therefore, **it is MNCFN policy that FLRs are on location whenever fieldwork for any environmental and/or archaeological assessments is undertaken.** It is expected that the proponent will cover the costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MNCFN FLRs.

For further information please see our website, <http://www.newcreditfirstnation.com/>.

The Mississaugas of the New Credit First Nation has various treaty rights across its traditional territory, including the area contemplated for development of your project. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap, and gather species of plants, animals and insects for any purpose including for food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

Nothing in this letter, pursuant to section 25 of the Charter of Rights and Freedoms, shall be construed so as to abrogate or derogate from the protection provided for MNCFN's existing Aboriginal or Treaty rights as recognized by section 35 of the Constitution Act 1982, the Royal Proclamation of October 7, 1763, and any rights or freedoms that now exist by way of land claim settlement agreements or may be so acquired.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MNCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982, of any other First Nation.

MNCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MNCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MNCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MNCFN
- Demonstrate a respect for MNCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.

Sincerely,

Fawn D. Sault
Consultation Manager
MNCFN Department of Consultation and Accommodation

cc – Mark LaForme; Director, Department of Consultation and Accommodation

Hydro One Networks Inc.

483 Bay Street
TCT14, North Tower
Toronto, Ontario, M5G 2P5

Tel: 416-345-6597
Brian.McCormick@HydroOne.com



Brian McCormick

Manager, Environmental Engineering & Project Support

February 5, 2016

Fawn D. Sault
Consultation Manager
Mississaugas of the New Credit First Nation
2789 Mississauga Road RR 6
Hagersville, Ontario
N0A 1H0

RE: Leaside to Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear Ms. Sault,

Thank you for your letter dated January 15, 2016. Hydro One understands that you are interested in receiving more information regarding the Leaside to Main Infrastructure Refurbishment Project.

We would be happy to meet with you at Mississaugas of the New Credit First Nation. This would provide you an opportunity to meet our project team and learn more about the following:

- The proposed project within the City of Toronto
- The study area for the project
- The planning and approvals process
- Construction methods
- Next steps and opportunities for your participation

Hydro One project team staff are available to meet on the following dates:

February 11, 1:00pm - 2:30pm

February 12, 10:00am - 11:30am

If these dates are not convenient for you, please suggest alternate dates and we will do our best to accommodate.

If you have any questions regarding this project, please feel free to contact me at (416) 345-6597, or Paul Dalmazzi, Environmental Planner, at (416) 345-6145 or Paul.Dalmazzi@HydroOne.com.

Sincerely,



Brian McCormick
Manager, Environmental Engineering & Project Support
Hydro One Networks Inc.

CC: Chief R. Stacey LaForme, Mississaugas of the New Credit First Nation

Mark LaForme, Mississaugas of New Credit, Director, Department of Consultation and Accommodation

Daniel Charbonneau, Hydro One, Senior Manager, First Nation and Metis Relations

APPENDIX C2

FEDERAL GOVERNMENT AGENCIES

CONTACT LIST

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Federal Agency Contacts

First Name	Last Name	Department	Address	City	Province	Postal Code	Email	Telephone
Transport Canada								
David	Zeit	Environmental Assessment Program, Ontario Region	4900 Yonge Street	North York	ON	M2N 6A5	David.zeit@tc.gc.ca	416-952-0514 (fax)

RECORD OF CONSULTATION

Federal Agency Consultation

Date	Method	Stakeholder Group Contact(s)	Project Team Member(s)	Communication Summary
Transport Canada				
January 26, 2016	Email (Sent)	David Zeit	Paul Dalmazzi (Hydro One)	Hydro One emailed Transport Canada to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project scope. Hydro One invited Transport Canada to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Hydro One stated that they welcome Transport Canada's feedback and comments on the proposed project and provided contact information and the proposed project's website link. Hydro One stated that they can be contacted if Transport Canada would like to be added to the proposed project's contact list to receive updates.
January 29, 2016	Email (Received)	David Zeit	Paul Dalmazzi (Hydro One)	Hydro One received an email from Transport Canada in response to Hydro One's notice of commencement email sent on January 26, 2016. Transport Canada stated that it is the responsibility of the project proponent to determine if the proposed project will potentially interact with federal property by reviewing the Directory of Federal Real Property. Transport Canada stated that if federal property is involved, the proponent must review the list of Acts that Transport Canada administers and assists in administering that may apply to the proposed project. Transport Canada stated that if the proposed project interacts with a federal property and requires approval and/or authorization under any of the Transport Acts, then correspondence should be forwarded electronically to the EA Coordinator of Transport Canada. Transport Canada provided a summary of the most common Acts that have applied to projects in an EA context.
July 29, 2016	Email (Sent)	David Zeit	Jennifer Vuong (Hydro One)	Hydro One emailed providing invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project website.
August 10, 2016	Email (Received)	David Zeit	Hydro One: Paul Dalmazzi, Jennifer Vuong, Derek Newton	Hydro One received an email from Transport Canada requesting that their representative be removed from the project mailing list and future correspondence be directed to a general email address. Transport Canada noted that they do not require receipt of all individual or Class EA related notifications and requested that project proponents self-assess if their project will interact with federal property and require approval and/or authorization under any Acts administered by Transport Canada. Transport Canada stated that Hydro One should review the Directory of Federal Real property to verify if the proposed project will potentially interact with any federal property and/or waterway and also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project. Transport Canada stated that if the aforementioned does not apply, the EA program of Transport Canada should not be included in correspondence. If there is a role, correspondence should be forwarded electronically to their general email address.

Hydro One Networks Inc.
483 Bay Street
TCT14, North Tower
Toronto, Ontario, M5G 2P5

Tel: 416-345-6145
Paul.Dalmazzi@HydroOne.com



Paul Dalmazzi
Environmental Planner, Environmental Engineering & Project Support

January 26, 2016

Mr. David Zeit, Senior Environmental Officer
Transport Canada
Environment and Engineering
4900 Yonge Street
North York Ontario, M2N 6A5

RE: Leaside to Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear Mr. Zeit:

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to refurbish existing underground transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and minimize the risk of future power interruptions. The project area, including existing Hydro One infrastructure, is shown on the attached map.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission cable that are approaching their end-of-life and require replacement. These cable sections run approximately 1 km between Leaside Transformer Station (TS) and Todmorden Junction (JCT), and approximately 1.5 km between Lumsden JCT and Main TS.

Through the Class EA, Hydro One will assess two options for the underground cable replacement between Leaside TS and Todmorden JCT. These options are described as follows and are shown on the attached map:

Option 1: Installation of new 115 kV underground transmission cables along the **existing route**.

Option 2: Installation of new 115 kV underground transmission cables along an **alternate route**.

No feasible alternatives have been identified for the underground cable replacement between Main TS and Lumsden JCT.

The replacement of underground cables is subject to provincial *Environmental Assessment Act* approval and is being planned in accordance with the approved *Class Environmental Assessment for Minor Transmission Facilities*. The Class EA was developed as a streamlined process to ensure that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner. Subject to the outcome of the Class EA, construction on the underground cable sections may begin by the end of 2016.

In conjunction with the underground cable replacement, Hydro One will take the opportunity to replace and upgrade the overhead shield wire (skywire), used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT. Upgrading the shield wire with modern technology will enhance Hydro One's ability to monitor and control the transmission network. This upgrade is not subject to the *Environmental Assessment Act*.

Hydro One recognizes the need to begin consultation in the preliminary stages of project planning and has initiated consultation with municipal representatives and government agencies.

Public Information Centres (PICs) are scheduled for February 8th and 10th, 2016. The purpose of these PICs is to provide interested parties and groups the opportunity to learn more about the project and the Class EA process as well as to provide feedback and discuss any questions/concerns with our project team. Please see the enclosed newspaper ad for additional details regarding the upcoming sessions.

In the interim, we welcome your comments and feedback on the Leaside to Main Infrastructure Refurbishment Project. If you have any questions regarding this project, please contact me at (416) 345-6145 or Paul.Dalmazzi@HydroOne.com. Information and updates regarding this project are also available on our website at <http://www.hydroone.com/Projects/LeasidettoMain>.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Dalmazzi". The signature is fluid and cursive, with the first name "Paul" and last name "Dalmazzi" clearly distinguishable.

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.

APPENDIX C3

PROVINCIAL GOVERNMENT REPRESENTATIVES AND AGENCIES

CONTACT LIST

Provincial Government Officials and Agencies

First Name	Last Name	Title	Address Line	City	Province	Postal Code	E-mail	Telephone
Ministry of Energy								
Brett	Smith	Manager, Distribution and Grid Modernization	77 Grenville Street	Toronto	ON	M7A 2C1	brett.smith@ontario.ca	416-327-7178
Adam	Feather	Policy Advisor, Indigenous Energy Policy	77 Grenville Street	Toronto	ON	M7A 2C1	adam.feather@ontario.ca	416-326-0513
Amy	Gibson	Manager, Indigenous Energy Policy	77 Grenville Street	Toronto	ON	M7A 2C1	amy.gibson@ontario.ca	416-314-2599
Ken	Nakahara	Director, Energy Networks and Indigenous Policy Branch	77 Grenville Street	Toronto	ON	M7A 2C1	ken.nakahara@ontario.ca	416-325-6729
Ministry of the Environment and Climate Change (MOECC)								
Paul	Martin	Supervisor - Air, Pesticides and Environmental Planning	Place Nouveau, 5775 Yonge Street	Toronto	ON	M2M 4J1	paul.d.martin@ontario.ca	416-326-3477
Nisha	Shirali	Project Evaluator	135 St Clair Avenue West	Toronto	ON	M4V 1P5	nisha.shirali@ontario.ca	416-314-0286
Kathleen	Hedley	Director, Environmental Approvals Branch	135 St Clair Avenue West	Toronto	ON	M4V 1P5	kathleen.hedley@ontario.ca	416-314-7288
Kevin	Webster	Manager, Toronto District Office	Place Nouveau, 5775 Yonge Street, 9th floor	Toronto	ON	M2M 4J1	kevin.webster@ontario.ca	416-326-5536
Chunmei	Liu	Environmental Resource Planner & EA Coordinator	Place Nouveau, 5775 Yonge Street, 9th floor	Toronto	ON	M2M 4J1	chunmei.liu@ontario.ca	416-326-4886
Diana	Pentland	Senior Environmental Officer	5775 Yonge Street	North York	ON	M2M 4J1	diana.pentland@ontario.ca	416-326-5777
Ministry of Natural Resources and Forestry (MNR)								
Jackie	Burkart	District Planner, Aurora District	50 Bloomington Road	Aurora	ON	L4G 0L8	jackie.burkart@ontario.ca	905-713-7368
Ken	Mott	District Planner, Resource Operations Team	50 Bloomington Rd	Aurora	ON	L4G 0L8	ken.mott@ontario.ca	905-713-7366
Ministry of Tourism, Culture and Sport (MTCS)								
Laura	Hatcher	Team Lead - Heritage Land Use Planning	401 Bay Street	Toronto	ON	M7A 0A7	laura.e.hatcher@ontario.ca	416-314-3108
Dan	Minkin	Heritage Planner	401 Bay Street, Suite 1700	Toronto	ON	M7A 0A7	dan.minkin@ontario.ca	416-314-7147
Infrastructure Ontario (IO)								
Peter	Reed	Director, Land Use Planning	1 Dundas Street West	Toronto	ON	M5G 2L5	peter.reed@infrastructureontario.ca	416-326-0904
Tate	Kelly	Planning Coordinator, Development Planning	1 Dundas Street West	Toronto	ON	M5G 2L5	tate.kelly@infrastructureontario.ca	416-326-0630
Lisa	Myslicki	Environmental Specialist	1 Dundas Street West	Toronto	ON	M5G 2L5	lisa.myslicki@infrastructureontario.ca	416-212-3768
Patrick	Grace	Director - Land Transactions - Hydro Corridor & Public Works	1 Dundas Street West	Toronto	ON	M5G 2L5	patrick.grace@infrastructureontario.ca	416-327-2959
Victoria	Schveighardt	Environmental Management Associate	1 Dundas Street West	Toronto	ON	M5G 2L5	victoria.schveighardt@infrastructureontario.ca	—
Yolanda	Zhang	Environmental Associate	1 Dundas Street West	Toronto	ON	M5G 2L5	yolanda.zhang@infrastructureontario.ca	416-327-6921
Ministry of Transportation (MTO)								
Jason	White	Manager	1201 Wilson Avenue	Toronto	ON	M3M 1J8	jason.white@ontario.ca	416-235-5575
Metrolinx								
Jason	Ryan	Manager, Environmental Programs	20 Bay Street	Toronto	ON	M5J 2W3	jason.ryan@gotransit.com	416-869-3600 ext. 5478
Martin	Keen	Advisor, Hub and Station Planning	97 Front Street West	Toronto	ON	M5J 1E6	martin.keen@metrolinx.com	416-523-0643
Province of Ontario								
Kathleen	Wynne	Member of Provincial Parliament Don Valley West	795 Eglinton Avenue East, Suite 101	Toronto	ON	M4G 4E4	kwynne.mpp.co@liberal.ola.org	416-425-6777
Peter	Tabuns	Member of Provincial Parliament Toronto-Danforth	923 Danforth Avenue	Toronto	ON	M4J 1L8	tabunsp-co@ndp.on.ca	416-461-0223
Arthur	Potts	Member of Provincial Parliament Beaches-East York	1821 Danforth Avenue	Toronto	ON	M4C 1J2	apotts.mpp.co@liberal.ola.org	416-690-1032

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Toronto and Region Conservation Authority (TRCA)								
Cameron	Richardson	Don & Highland Watersheds	7 Shoreham Drive	Downsview	ON	M3N 1S4	crichardson@trca.on.ca	416-278-6798
Renee	Afoom-Boateng	Environmental Assessment Planning	5 Shoreham Drive	Downsview	ON	M3N 1S4	rafoom-boateng@trca.on.ca	416-661-6600 ext. 5714
Ali	Shirazi	Engineering Projects	5 Shoreham Drive	Downsview	ON	M3N 1S4	ashirazi@trca.on.ca	416-388-3987
Alistair	Jolly	Archaeology Resource Management Services	5 Shoreham Drive	Downsview	ON	M3N 1S4	ajolly@trca.on.ca	416-661-6600 ext. 6405
Arlen	Leeming	Don & Highland Watersheds	5 Shoreham Drive	Downsview	ON	M3N 1S4	aleeming@trca.on.ca	416-661-6600 ext. 5283
Don	Ford	Engineering Services	5 Shoreham Drive	Downsview	ON	M3N 1S4	dford@trca.on.ca	416-661-6600 ext. 5369
Leslie	Piercecy	Planning and Policy	5 Shoreham Drive	Downsview	ON	M3N 1S4	lpiercecy@trca.on.ca	-

RECORD OF CONSULTATION

Provincial Government Officials and Agencies

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
Ministry of Energy				
January 8, 2015	Letter/Mail (Sent)	Brett Smith	Christine Goulais (Hydro One)	Hydro One mailed a letter to the Ministry of Energy, providing notification that they are planning to conduct a Class EA for the project. Hydro One provided a brief summary of the project scope. Hydro One stated that they have identified one First Nation community, the Mississaugas of the New Credit First Nation, to be in proximity to the proposed project area. Hydro One requested confirmation from the Ministry of Energy that this is an accurate and exhaustive list of communities to be consulted in relation to the project. Hydro One requested a map of the traditional territories and/or culturally sensitive areas in that locale.
February 3, 2016	Email (Sent)	Adam Feather, Amy Gibson, Ken Nakahara	Daniel Charbonneau (Hydro One)	Hydro One emailed the Ministry of Energy, stating that as requested by the letter dated March 2, 2015 (signed by Ken Nakahara), Hydro One is notifying the Ministry of Energy that they have received a letter from the Mississaugas of the New Credit First Nation (MNCFN), asserting their rights within the project area. Hydro One informed the Ministry of Energy about a planned meeting with the MNCFN to present the project and discuss their interests. The Ministry of Energy responded by email to Hydro One at 1:18 p.m. thanking Hydro One for the notification and requesting to be kept apprised of the discussion as it unfolds.
February 24, 2015	Email (Received)	Adam Feather	Christine Goulais (Hydro One)	Hydro One received an email from the Ministry of Energy in response to Hydro One's letter dated January 8, 2015 regarding the project. The Ministry of Energy confirmed that the list of First Nation and Métis communities in proximity to the proposed project area is exhaustive but the Ministry of Energy does not have a map of the traditional territories or culturally sensitive areas in that locale. The Ministry of Energy noted that while the proposed project overlaps two different treaty areas (Johnson and Butler Williams Treaty of 1923 and Treaty 13) this does not alter the list of communities to be considered. The Ministry of Energy noted that they are the lead on responding to inquiries regarding projects that fall under the <i>Class Environmental Assessment for Minor Transmission Facilities</i> .
March 2, 2015	Letter/Mail (Received)	Ken Nakahara	Christine Goulais (Hydro One)	Hydro One received a letter from the Ministry of Energy in response to Hydro One's letter dated January 8, 2015. The Ministry of Energy stated that there is no appreciable risk that the proposed project will affect the rights of nearby First Nation and Métis communities. The Ministry of Energy therefore advised that rights-based consultation with First Nation or Métis communities on the proposed project is not necessary at this time. The Ministry of Energy recommended that Hydro One maintain a record of interactions with communities about the proposed project if it engages any First Nation or Métis community on a basis of interests. The Ministry of Energy requested that they or the Environmental Approvals Branch of the MOECC be notified if a community provides Hydro One with information indicating a potential adverse impact of the proposed project on its Aboriginal or Treaty rights.
May 30, 2016	Email (Sent)	Adam Feather, Amy Gibson, Ken Nakahara	Daniel Charbonneau (Hydro One)	Hydro One emailed the Ministry of Energy informing them of the email received from the Haudenosaunee Development Institute (HDI)/Haudenosaunee Confederacy Chiefs Council (HCCC) on May 30, 2016. Hydro One forwarded the May 30, 2016 email to the Ministry of Energy stating that this email is to notify the Crown (Ministry of Energy) that Hydro One received the email from Two Row Archaeology, addressed to TMHC regarding the proposed project. Two Row Archaeology's email, on behalf of HDI/HCCC indicated potential impact of the proposed project on HDI/HCCC's Treaty Rights (i.e., Haudenosaunee 1701 Nanfan Treaty).
Infrastructure Ontario (IO)				
January 26, 2016	Email (Sent)	Peter Reed, Tate Kelly	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
January 28, 2016	Email (Received)	Lisa Myslicki, Yolanda Zhang	Paul Dalmazzi (Hydro One)	Hydro One received an email from IO, with a letter response to Hydro One's Notice of Commencement on January 26, 2016 in an email attachment. The letter outlined IO's responsibilities and requested that Hydro One contact IO if ownership of provincial government lands is known to occur within the study area and if the provincial government lands are proposed to be impacted. IO also stated that proponents are obligated to complete due diligence for any realty activity on IO managed lands and stated that this should be incorporated into project timelines. IO discussed potential negative impacts to IO tenants and lands and potential triggers related to the Ministry of Infrastructure Public Work Class EA (2012). If Ministry of Infrastructure owned lands are not anticipated to be impacted by the proposed project, IO requested that Hydro One remove IO from the circulation list. IO also requested that Hydro One send only electronic copies of notices for any projects impacting IO managed lands to Keith Noronha of IO.
February 24, 2016	Email (Sent)	Yolanda Zhang	Paul Dalmazzi (Hydro One)	Hydro One emailed IO, in response to their response letter dated January 28, 2016. Hydro One stated that a portion of the proposed project appears to occur on IO lands (Bill 58 or <i>Reliable Energy and Consumer Protection Act, 2002</i> lands, which transferred lands owned by Hydro One for its transmission system to the government of Ontario), specifically the portion of the overhead transmission line between the Don River and Lumsden JCT. Hydro One stated that appropriate mitigation measures will be planned, implemented and documented in the ESR. Hydro One stated that no long-term environmental effects are expected to occur as a result of the proposed project and no impacts to land holdings or triggers for the Public Works Class EA are anticipated.
July 29, 2016	Email (Sent)	Peter Reed, Tate Kelly	Jennifer Vuong (Hydro One)	Hydro One emailed IO, providing invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project website.
August 5, 2016	Email (Received)	Lisa Myslicki, Patrick Grace, Victoria Schweighardt	Stephanie Hodson (Hydro One)	Hydro One received an email containing a letter from IO, providing their comments in response to Hydro One's Notice of Commencement of EA. IO stated that based on the information provided by Hydro One, it is unclear if their proposed project is to use lands under the control of the Minister of Economic Development, Employment and Infrastructure (MOI) and encouraged Hydro One to work with IO on identifying if any MOI lands would be required for Hydro One's proposed project. IO provided instructions for Hydro One on how to proceed with working with the MOI on MOI lands. IO requested that Hydro One provide confirmation in writing of any MOI lands they propose to use for the proposed project and why the lands are required along with a copy of a title search for the MOI lands. IO provided an application package and requirements checklist for Hydro One's reference and noted that the transfer of interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.
September 1, 2016	Email (Sent)	Peter Reed, Tate Kelly	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.

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Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
September 26, 2016	Email (Sent)	Victoria Schweighardt	Paul Dalmazzi (Hydro One)	Hydro One emailed IO in response to the EA Notice letter sent to Hydro One on August 5, 2016. Hydro One noted that the two underground cable replacement sections of the proposed project are exempt and screened out from further requirements from the Public Work Class EA as the proposed project is subject to the <i>Class EA for Minor Transmission Facilities</i> . Hydro One stated that the draft ESR will be released on September 29, 2016 for a 45-day public review and comment period and the IO office will be receiving a notification and link to the document prior to its release. The IO office will be formally notified once Hydro One has completed the Class EA process and have filed the final ESR with the MOECC, thus satisfying the first screening question from the IO. Hydro One provided an update on their consultation work with the MNCFN. Hydro One also explained the reasoning for the delay of work on the overhead shield wire portion of the proposed project.
September 29, 2016	Email (Sent)	Peter Reed, Tate Kelly	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
Metrolinx (GO Transit)				
January 26, 2016	Email (Sent)	Jason Ryan	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
January 27, 2016	Letter/Mail (Sent)	Elise Croll	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
July 29, 2016	Email (Sent)	Jason Ryan	Jennifer Vuong (Hydro One)	Hydro One emailed an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Contact information and the link to the proposed project's website was also provided.
August 4, 2016	Email (Received)	Martin Keen	Dima Ostrovsky (Hydro One)	Hydro One received an email from the City of Toronto's PFR division in response to Hydro One's email on July 19, 2016. The PFR division provided the names and contact information of a Metrolinx contact and City of Toronto (Community Planning department) contact. The PFR division stated that the contacts are working on the Danforth GO Station Redesign project by Metrolinx and can share their information and materials so that Hydro One can understand that project and coordination solutions can be found for the two projects (Hydro One's proposed project and Metrolinx's Danforth GO Station project). Hydro One responded by email at 7:31 p.m. suggesting that they meet to discuss the two upcoming projects and how they can coordinate it with minimum impact to the public.
August 11, 2016	Email (Received)	Martin Keen	Dima Ostrovsky (Hydro One)	Hydro One received an email from Metrolinx. Metrolinx highlighted the key aspects of their understanding of Hydro One's proposed project. Metrolinx stated that they will include Hydro One's project in the Danforth GO planning assignment but they don't anticipate it being a major consideration as the Main TS to Lumsden JCT underground cable alignment is being maintained to the west side of Main Street.
September 1, 2016	Email (Sent)	Jason Ryan	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Jason Ryan	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
Ministry of Natural Resources and Forestry (MNRF)				
January 26, 2016	Email (Sent)	Jackie Burkart	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
February 1, 2016	Email (Received)	Jackie Burkart	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNRF stating that they will pass the Notice of Commencement email sent by Hydro One on January 26, 2016 to Ken Mott of the MNRF for review and response.
March 21, 2016	Email (Received; Sent)	Ken Mott	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MNRF stating that they are reviewing the proposed project confirm that the MNRF has an interest. The MNRF stated that they will potentially be providing comments and requested to be informed of how the study progresses. Hydro One responded by email to the MNRF at 3:46 p.m. stating that they will keep the MNRF apprised of any major updates on the proposed project or the Class EA.
July 29, 2016	Email (Sent)	Jackie Burkart	Jennifer Vuong (Hydro One)	Hydro One emailed an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Contact information and the link to the proposed project's website was also provided.
September 1, 2016	Email (Sent)	Jackie Burkart	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no

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Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
				significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Jackie Burkart	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
Ministry of the Environment and Climate Change (MOECC)				
January 25, 2016	Email (Sent)	Kevin Webster, Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
January 26, 2016	Email (Sent)	Paul Martin	Paul Dalmazzi (Hydro One)	Hydro One emailed the MOECC to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the MOECC to the first round of PICs (February 8 and 10, 2016) and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Hydro One also provided contact information and the proposed project's website link.
February 11, 2016	Email (Received)	Diana Pentland	Stephanie Hodsoll (Hydro One), Dima Ostrovsky (Hydro One)	Hydro One received an email from the MOECC, thanking them for providing the overview of the project plans. The MOECC requested to be kept apprised on the progress of the project and provided contact information.
February 25, 2016	Email (Received; Sent; Received)	Diana Pentland	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the MOECC thanking them for the invitation to the February 26, 2016 meeting. The MOECC stated that based on the agenda, the meeting looks to be focused on municipal interests, projects and permits. The MOECC stated that their interest in the project is mostly related to dust control (particularly for the segment on Main Street) and soil management. The MOECC inquired if these topics will be discussed at the meeting or a later date.</p> <p>Hydro One responded by email at 2:31 p.m. confirming that the February 26, 2016 meeting will revolve around municipal-level stakeholders and coordination with their work. Hydro One provided details on dust control for the project and stated that the general soil management strategy will be determined later in the EA process and more specific measures will be decided closer to construction. Hydro One stated that these issues may come up at the February 26, 2016 meeting but it may focus on other topics. Hydro One stated that if the MOECC decides not to attend the meeting, Hydro One can meet with MOECC at another time.</p> <p>The MOECC responded by email to Hydro One at 3:48 p.m. stating that they will not attend the February 26, 2016 meeting. The MOECC stated that they will expect to want to touch base at some point closer to construction. The MOECC requested to be kept up-to-date on the progress of the planning stages and the expected construction schedule.</p>
March 1, 2016	Email (Received; Sent)	Nisha Shirali	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the MOECC requesting that notices for future Hydro One Class EA projects be sent to the Director of the Environmental Approvals Branch.</p> <p>Hydro One responded by email to the MOECC at 10:49 a.m. thanking them and stating that a notice has also been sent already to the Director of the Environmental Approvals Branch.</p>
March 10, 2016	Email (Received)	Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MOECC, with a letter containing a guidance document regarding the MOECC's interests with respect to the Class EA process. The MOECC requested that Hydro One identify the areas of interest which are applicable to the proposed project and ensure that these are addressed.
April 5, 2016	Email (Sent)	Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One emailed the MOECC, thanking the MOECC for providing their general comments on the project. Hydro One provided their response to the MOECC's initial comments in an email attachment. Hydro One identified the MOECC Areas of Interest that are applicable to the proposed project: Ecosystem Protection and Restoration; Air Quality, Dust, and Noise; Contamination and Soils; Mitigation and Monitoring; Planning and Policy; Class EA Process; and Aboriginal Communities. Hydro One stated that no adverse effects to Surface Water and Groundwater were anticipated. Hydro One requested to be notified if the MOECC had interest in meeting with the project team to discuss the undertaking or the Class EA.
May 9, 2016	Email (Sent)	Diana Pentland	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided at the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.
June 1, 2016	Email (Sent)	Nisha Shirali, Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One emailed the MOECC, informing them of the email received from the Haudenosaunee Development Institute (HDI)/Haudenosaunee Confederacy Chiefs Council (HCCC) on May 30, 2016. Hydro One stated that HDI and HCCC informed Timmins Martell Heritage Consultants that the planned archaeological work for the project occurs on 1701 Nanfan treaty lands and requested that the work be put on hold as Hydro One has not engaged them regarding the project or the archaeological survey. Hydro One provided this email in an email attachment. Hydro One summarized their previous correspondence with the Crown (Ministry of Energy) regarding Aboriginal consultation. Hydro One stated that this email is to notify the MOECC EA Branch (as well as the Regional EA coordinator) of the email received from the HDI/HCCC and informed them that the Crown was also notified. Hydro One noted a response was sent to the HDI/HCCC on May 31, 2016 to provide additional information on the proposed project and study area and inquire about what specific concerns they have regarding this work or the proposed project in general.
July 4, 2016	Email (Sent)	Diana Pentland, Chunmei Liu	Paul Dalmazzi (Hydro One), Stephanie Hodsoll (Hydro One)	Hydro One emailed an invitation to the follow-up municipal coordination meeting on July 14, 2016. Hydro One stated that the purpose of this meeting will be to present the preferred route for the section between Leaside TS and Todmorden JCT, the evaluation of the two routes based on conducted field studies and stakeholder feedback received to date. Hydro One stated that they will continue discussions about the upcoming construction phase of the project. Hydro One stated that they will provide an agenda and additional detailed information in advance of the meeting.
July 25, 2016	Telephone (Sent)	Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One telephoned the MOECC to discuss the potential coordination of work with Toronto Hydro Electric System Ltd. (Toronto Hydro) on Millwood Road.

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July 25, 2016	Email (Sent)	Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One emailed the MOECC at 5:10 p.m. to further discuss route option 2 and potential work coordination with Toronto Hydro on Millwood Road. Hydro One stated that this is an opportunity to minimize environmental disturbance in the area. Hydro One described the scope of work and plan for coordinating with Toronto Hydro. Hydro One stated that their current position does not contravene the <i>EA Act</i> or the Class EA for Minor Transmission Facilities and listed the reasoning in support of this. Hydro One requested to be notified if the MOECC requires additional information on this coordination effort and stated that they will keep the MOECC updated on the status of the project and this coordinating work with Toronto Hydro.
July 29, 2016	Email (Sent)	Chunmei Liu, Diana Pentland, Kathleen Hedley, Kevin Webster, Nisha Shirali, Paul Martin	Jennifer Vuong (Hydro One)	Hydro One emailed an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project website.
August 12, 2016	Email (Received)	Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MOECC in response to Hydro One's email on July 25, 2016 that described the proposed project's scope of work. The MOECC stated that for the Class EA process, it is up to the proponent to ensure that they meet their EA obligations. The MOECC stated that they appreciate Hydro One's explanation of their rationale in the July 25, 2016 email. The MOECC requested that however Hydro One proceeds, that it be detailed in the ESR for transparency. MOECC encouraged Hydro One to ensure regular coordination with Toronto Hydro to seek opportunities to coordinate projects wherever possible.
August 19, 2016	Email (Sent)	Diana Pentland, Chunmei Liu	Paul Dalmazzi (Hydro One)	Hydro One emailed the attendees of municipal coordination meeting #2, providing: the summary memo of the meeting; latest version of the evaluation matrix (incorporating feedback received at the meeting) and an example on how to read the matrix; and meeting slides.
September 1, 2016	Email (Sent)	Diana Pentland, Kevin Webster, Chunmei Liu, Paul Martin, Nisha Shirali, Kathleen Hedley	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Diana Pentland, Kevin Webster, Chunmei Liu, Paul Martin, Nisha Shirali, Kathleen Hedley	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
Ministry of Tourism, Culture and Sport (MTCS)				
January 26, 2016	Email (Sent)	Laura Hatcher	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the MTCS to the first round of PICs (February 8 and 10, 2016) and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the project area as email attachments. Hydro One provided their contact information and the proposed project's website link. Hydro One also stated that they have commissioned TMHC to undertake a Stage 1 archaeological assessment and that the report for this assessment was submitted to the MTCS for review earlier today. MTCS responded by email to Hydro One at 5:33 p.m. stating that they have asked a MTCS Heritage Planner to review the EA documentation and follow-up with Hydro One with any comments. MTCS stated that they will review the archaeological assessment report and will follow-up with Hydro One and the consultant archaeologist when the report has been accepted on the MTCS register of reports.
January 27, 2016	Email (Sent)	Laura Hatcher	Paul Dalmazzi (Hydro One)	Hydro One emailed the MTCS thanking them for their email response on January 26, 2016 regarding the Stage 1 archaeological assessment report.
March 15, 2016	Email (Received)	PastPort	Tara Jenkins (TMHC Archaeological and GIS Services)	TMHC received an email from PastPort, the archaeology and heritage portal for the MTCS, stating that PastPort has reviewed the Original report for PIF P357-0068-2015 submitted by TMHC as a condition of their licence. PastPort stated that the report has been deemed compliant with ministry requirements for archaeological fieldwork and reporting and it has been entered into the Ontario Public Register of Archaeological Reports. The PastPort provided a letter as an email attachment with the results of MTCS's review.
July 29, 2016	Email (Sent)	Laura Hatcher	Jennifer Vuong (Hydro One)	Hydro One emailed an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project website.
September 1, 2016	Email (Sent)	Laura Hatcher	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Laura Hatcher	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.

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October 7, 2016	Email (Received)	PastPort	Matthew Beaudoin (TMHC Archaeological and GIS Services)	TMHC received an email from PastPort, the archaeology and heritage portal for the MTCS, stating that the MTCS has reviewed the original report for PIF P324-0122-2016 and has deemed it compliant with ministry requirements for archaeological fieldwork and reporting. PastPort stated that the report has been entered into the Ontario Public Register of Archaeological Reports.
November 14, 2016	Email (Received)	Dan Minkin	Stephanie Hodsoll (Hydro One)	Hydro One received a letter via email from the MTCS providing the MTCS' comments on the draft ESR. The letter noted that the MTCS reviewed the draft ESR, and given the lack of archaeological resources identified in the Stage 2 property assessment, the lack of anticipated impacts to built heritage resources and cultural heritage landscapes, and the provisions made in section 7.3 of the draft ESR for mitigating unanticipated impacts, the MTCS has no concerns with the project at this time.
November 24, 2016	Email (Sent)	Dan Minkin	Paul Dalmazzi (Hydro One)	Hydro One emailed the MTCS thanking them for their comments on the draft ESR. Hydro One stated that the ESR will be finalized shortly and Hydro One will notify the MTCS when the final version is posted online.
Ministry of Transportation - Central Region (MTO)				
January 26, 2016	Email (Sent)	Jason White	Paul Dalmazzi (Hydro One)	Hydro One emailed a notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016). Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Contact information and the proposed project's website link were also provided.
July 29, 2016	Email (Sent)	Jason White	Jennifer Vuong (Hydro One)	Hydro One emailed an invitation to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project's website.
September 1, 2016	Email (Sent)	Jason White	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Jason White	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
Province of Ontario				
February 1, 2016	Email (Sent)	Arthur Potts, Kathleen Wynne, Peter Tabuns	Steven Mantifel (Hydro One)	Hydro One emailed Members of Provincial Parliament (MPPs), a notification of the commencement of a Class EA for the proposed project and provided notification of the February 8 and 10, 2016 PIC #1. Hydro One provided a copy of the flyer and PIC invite that was distributed to residents within the project area and a copy of the newspaper ad for the Notice of Commencement which appeared in community newspapers. Hydro One also provided a project blurb that could be used in the MPPs' communications, for consideration. Hydro One requested that the MPPs forward the names and contacts for local organizations that the MPPs believe may be interested in learning more about the proposed project.
August 4, 2016	Email (Sent)	Arthur Potts, Kathleen Wynne, Peter Tabuns, Afie Mardukhi	Steven Mantifel (Hydro One)	Hydro One emailed MPPs, informing them of the second round of PICs (August 9, 10, and 17, 2016) for the proposed project. Hydro One provided a brief summary of what was to be presented at the PICs and the invitation that was mailed to all residents and businesses in the project study area. Hydro One stated that the MPP could forward the attached invitation to the other MPPs.
September 23, 2016	Email (Sent)	Arthur Potts, Kathleen Wynne, Peter Tabuns, Afie Mardukhi	Steven Mantifel (Hydro One)	Hydro One emailed MPPs, providing a project update and notifying them that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 45-day public review and comment period will be from September 29, 2016 to November 14, 2016 and stated that additional information is found in the attached ad which will be placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers this week.
Toronto and Region Conservation Authority (TRCA)				
January 25, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project scope. Hydro One invited the TRCA to the February 8 and 10, 2016 PICs and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and map of the proposed project area as email attachments. Hydro One stated that they will keep the TRCA updated on the additional field seasons for the upcoming spring session and will keep the TRCA apprised of the field surveys. Hydro One stated that they can arrange a meeting with TRCA to discuss the projects and field surveys if so desired. Hydro One provided their contact information and the proposed project's website link.
January 27, 2016	Email (Sent)	Arlen Leeming	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One provided the Notice of Commencement letter and map of the proposed project area as an email attachment. Hydro One also provided a copy of a flyer and newspaper advertisement for a series of PICs scheduled for the evenings of February 8 and 10, 2016 and invited the stakeholders to attend. Hydro One provided their contact information and the proposed project's website link.
January 28, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA in response to Hydro One's EA notification email on January 25, 2016. The TRCA stated that they are reviewing Hydro One's submission and will provide a response early next week. Hydro One responded by email to the TRCA at 3:06 p.m. requesting to be notified if there is any additional information that Hydro One can provide to assist in the TRCA's review. Hydro One also offered to set up a meeting to discuss the project.

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January 29, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA stating that they will provide an update to Hydro One once they have reviewed all of the attachments sent on January 25, 2016.
February 5, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA, providing the TRCA response to Hydro One's Notice of Commencement of a Class EA for the project in an email attachment. The TRCA proposed meeting with Hydro One on March 24, 2016 at the TRCA offices.
February 19, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA stating that they have a scheduling conflict with the proposed February 26, 2016 meeting and inquired if the meeting has a call-in option. Hydro One responded by email to the TRCA at 4:14 p.m. stating that they will try to set up a conference call number and will send it out next week. Hydro One stated that they are reviewing TRCA's comments, will send the TRCA something shortly and would like to meet with the TRCA. Hydro One inquired if the TRCA is available to meet earlier than March 24, 2016.
February 26, 2016	Meeting	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One hosted a meeting with municipal-level stakeholders for the project to discuss the potential coordination of project activities with other municipal works and initiatives that are planned in the vicinity of the project. Discussion was framed around a PowerPoint presentation that was provided by Hydro One and discussion focused on the need for the project, the project study area, routing options, routing evaluation criteria, construction considerations, mitigation measures, natural features in the project study area and the biodiversity initiative. Interest was shown by attendees in future municipal-level stakeholder coordination meetings as the project advances through planning and construction.
March 7, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA stating they have discussed the possibility of a site visit with City of Toronto staff in early spring 2016. The TRCA stated that as part of the EA process, they request that Hydro One ensure that a Natural Heritage Impact Study is undertaken to confirm existing conditions, and identify potential impacts of all alternatives being looked at. The TRCA stated that they will provide additional input on TRCA requirements to the Hydro One project team when they meet with the TRCA in a couple of weeks.
March 15, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA, providing Hydro One's response to TRCA's letter dated February 5, 2016. Hydro One stated that they will consider the TRCA Areas of Interest and any potential effects to them through the Class EA process. Hydro One summarized the involvement of TMHC and Golder in undertaking archaeological and environmental surveys for the proposed project. Hydro One expressed interest in receiving additional digital mapping and program information offered by the TRCA and noted this will be incorporated into the Class EA where warranted. Hydro One noted the TRCA document provided on February 3, 2016 would be taken into consideration during the selection of the preferred route and evaluation of alternative routes for the underground cable segment from Leaside TS to Todmorden JCT. Hydro One proposed meeting with the TRCA on March 24, 2016 to discuss coordinating the Class EA. Hydro One also provided a copy of the information panels from the first round of PICs as requested. Hydro One asked to be notified if the TRCA has any questions regarding the email attachments to this email.
March 18, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA, providing two additional email attachments. Specifically, Hydro One provided a copy of the PIC display panels and a summary of the PICs for the TRCA.
March 21, 2016	Email (Sent; Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA, resending the email attachments sent on March 18, 2016. TRCA responded by email at 3:54 p.m., thanking Hydro One.
March 24, 2016	Meeting	Ali Shirazi, Dana Khademi, Don Ford, Leslie Piercey, Renee Afoom-Boateng	Hydro One: Paul Dalmazzi, Jennifer Vuong, Dima Ostrovsky	Hydro One had a meeting with the TRCA to discuss the proposed project. There was general discussion regarding the timing and components of construction. The TRCA noted concerns regarding work avoiding flood plain areas, avoiding grading or work that would contribute to erosion, natural features and species studies. The TRCA also expressed interest in future biodiversity initiatives. Hydro One noted it would provide a natural features map with aerial imagery to the TRCA. The TRCA noted it would provide Hydro One with ELC, regulated area, and floodplain mapping and datapoints for the overhead portion of the proposed project work. Scope of Work Questions: <ul style="list-style-type: none"> - TRCA inquired if the overhead work taking place from Todmorden JCT to Lumsden JCT would involve replacing structures. - TRCA noted access and potential impacts concerns if the shield wire is not pulled through in one go. - A question was raised regarding if the scope of work would include changing the underground cables. - In response to the third option that was raised at the PIC, a question was raised concerning the ownership of the land for that option. Construction Questions: <ul style="list-style-type: none"> - Questions were posed regarding how deep the existing cables are and how deep the digging and trenching will be required for the work. - Following discussions about the underground cables, a concern was raised regarding PCBs in the existing cables. - There was an inquiry as to how large the laydown area would be for the work that will take place from the Leaside TS to Todmorden JCT section. - TRCA staff asked if there were any details that could be provided relating to construction methodology. - TRCA noted that a mitigation strategy would be required for the micro-tunneling option, if it is chosen. - Building on the possibility of using micro-tunneling, there were concerns over the location of the shafts/openings. - TRCA advised that the shafts/openings for micro-tunneling should be located at least 15 metres from the slope. - In regard to the timeline for construction, there was interest in how long the work would take and when it would occur. - TRCA inquired if trails would be closed off when work is being done in the overhead portion. - TRCA noted they would be appreciative of details on this to pass to other City staff and the TRCA Watershed Specialist for other projects in the area. Natural Feature Concerns: <ul style="list-style-type: none"> - TRCA had concerns over floodplains and erosion. A contingency plan is needed for work in the floodplain and the plan should account for how all aspects of work (e.g., laydown, equipment and fencing) within the floodplain will be addressed in case of storm events. TRCA has flood plain mapping available. - Concern if crossings and/or alterations to the topography in the area were needed and if the crossings would be at similar grade. It was conveyed that TRCA is less concerned due to the temporary nature, but requested for further details when they become available (e.g. grading, liners) to assess their potential contributions to change in topography or erosion.

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				<ul style="list-style-type: none"> - It was raised that there are sensitive intact and diverse forested areas on the east side of the Leaside Bridge. It was noted that the city's ESA layer has some discrepancies when compared to TRCA and Hydro One mapping – Hydro One was advised to compare and identify discrepancies. TRCA will contact the City to obtain ESA layer and pass onto Hydro One. - TRCA inquired if Golder would be documenting vegetation found and looking for species-at-risk (SAR). It was noted that there may be Barn Swallows and Chimney Swifts in the area (e.g., under the bridge), and that Hydro One should be wary of the timing for the work as to avoid breeding season. - TRCA would like confirmation as to whether the area by Lumsden JCT is within the regulated area. TRCA also advised that if access to extra land for the work between Leaside TS and Todmorden JCT is required, signoff is to be coordinated with Renée. - Questions were posed regarding vegetation management in the project area. - TRCA inquired if Hydro One has previously completed biodiversity/compensation initiatives.
April 19, 2016	Email (Sent)	Renee Afoom-Boateng, Dana Khademi, Leslie Piercey, Don Ford	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders from the TRCA and the City of Toronto and proposed to schedule a site visit and walk of the area in between Leaside TS and Todmorden JCT where Hydro One will be undertaking an evaluation and selection of a route for the new 115 kV underground cable. Hydro One proposed meeting on May 11, 2016 and requested confirmation from the stakeholders that this date is acceptable. Hydro One stated that the email can be forwarded to anyone who might have been accidentally omitted from the email.
April 21, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA requesting to meet at an earlier time on May 11, 2016 with Hydro One. Hydro One responded by email to the TRCA at 1:09 p.m. stating that the later meeting time is acceptable.
April 26, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA to summarize the contents of their telephone call earlier that day. The TRCA stated that they and their colleague will attend the May 9, 2016 site visit and their other colleagues the May 11, 2016 site visit.
April 27, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA and stated that they will send a calendar invitation to the site visit shortly. Hydro One confirmed that other TRCA staff members confirmed their attendance for the May 9 and 11, 2016 site visits.
April 27, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA, providing the draft meeting notes for the March 24, 2016 meeting between Hydro One and the TRCA for the TRCA to review. Hydro One inquired about how they can proceed with receiving the TRCA datasets, specifically the ELC mapping, regulated area boundaries, ESA boundaries and any other useful environmental data. Hydro One also inquired about obtaining access permission for some of the upcoming field surveys and attached a kml file of the areas where Hydro One is planning to undertake Stage 2 archaeological surveys. Hydro One also attached copies of the natural features map overlain with aerial / ortho imagery, as requested by a TRCA staff member on March 24, 2016.
April 28, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA informing them that a City of Toronto representative will also be joining the May 9, 2016 site visit.
April 29, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA, providing the data disclaimer agreement document in an email attachment. TRCA stated that the document must be signed prior to the release of TRCA data. TRCA also stated that for provincial species and wetlands, Hydro One must contact the MNR for information.
May 2, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA stating that they are unable to attend the May 11, 2016 meeting with Hydro One. The TRCA stated that they may look at the site sometime this week and will forward any comments they may have. Hydro One responded by email to the TRCA at 10:42 a.m. stating that they are also attending a site tour on May 9, 2016 with some TRCA staff who cannot attend in May 11, 2016 and extended an invitation to the TRCA. Hydro One also requested to be notified if the TRCA plans to tour the area on their own and if Hydro One can provide any project maps or other materials.
May 3, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA requesting that Hydro One remove a TRCA staff member from the project correspondence list as they are no longer working on the project TRCA team. Hydro One responded by email to the TRCA at 4:25 p.m. stating that they will remove the TRCA staff member from future project correspondence. Hydro One provided a pdf of the areas where Hydro One is planning to undertake Stage 2 Archaeological Assessment studies. Hydro One also attached two pdfs of two images of the potential route options and the meeting area and a pdf of a signed copy of the Digital Data agreement form. Hydro One stated that they will notify Golder staff so they are aware of the restrictions around the data. Hydro One inquired how Hydro One can obtain the data.
May 9, 2016	Site Visit	Renee Afoom-Boateng, Leslie Piercey, Ali Shirazi	Hydro One: Paul Dalmazzi, Farah El Ayoubi, Jennifer Vuong, Stephanie Hodsoll, Dima Ostrovsky Golder: Derek Morningstar	Representatives from Hydro One, the City of Toronto's RNFP department and PFR division, and the TRCA conducted site walks on May 9 and 11, 2016. The three parties discussed proposed project's routes. TRCA and City staff shared concerns about how close the new cable would be to the existing one and if certain clearances are required from the existing overhead and underground cables. They also inquired about the depth of the underground cable. The TRCA raised concerns over the access required for direct bury versus duct bank. The TRCA had concerns about the slope and that both options would require cutting into the slope and require filling.
May 9, 2016	Email (Sent)	Renee Afoom-Boateng, Arlen Leeming	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided in the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.
May 10, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA that contained the TRCA Fish Site data for the project in an email attachment.
May 20, 2016	Telephone (Received)	Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One received a voicemail from the TRCA regarding archaeology fieldwork on TRCA property.
May 27, 2016	Email (Received; Sent)	Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA, following up on their voicemail from May 20, 2016. TRCA stated that their mandate is to have TRCA archaeologists conduct all archaeology on TRCA property. TRCA can coordinate with Aboriginal FLRs and make arrangements to have them on site. The TRCA noted that a separate report will need to be filed and TRCA can

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Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
				grant clearance immediately following the assessment. The TRCA requested a telephone call to discuss this topic further. Hydro One responded by email to the TRCA at 9:46 a.m. stating that they have passed this information to their archaeology consultants. Hydro One requested that one TMHC staff member be present to observe during the survey on TRCA lands. Hydro One informed them that the surveys will start later than originally thought and they will provide an update shortly.
May 31, 2016	Telephone (Received)	Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One received a telephone call from the TRCA to discuss archaeology field work on TRCA property. The TRCA stated that the TRCA archaeologists will do this portion of the survey and permitted MNCFN FLRs and an observer from TMHC to attend. The TRCA will provide an estimate of the cost of the archaeology work to Hydro One and send a detailed invoice after the archaeology survey is completed. The TRCA stated that they are aware of the email Hydro One received from HDI/HCCC and Hydro One informed them that they are currently putting the archaeology work on hold until they receive more information on HDI/HCCC's concerns.
June 20, 2016	Email (Received)	Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA, stating that they have completed a Stage 2 archaeological assessment of the project area. The TRCA stated that they have identified a single, small quartz flake and have no further archaeological concerns. If there is any deviation from the agreed upon project area, additional assessment may be necessary. The TRCA notified Hydro One that if any deeply buried deposits or human remains are found, all activities will cease and the TRCA Archaeology Resource Management Services and the proper authorities will be contacted immediately. The TRCA stated that a final, formal report will be forthcoming following MTCS acceptance.
July 4, 2016	Email (Sent)	Renee Afoom-Boateng, Arlen Leeming, Leslie Piercey, Ali Shirazi, Alistair Jolly	Hydro One: Paul Dalmazzi, Stephanie Hodsoll	Hydro One emailed municipal and regulatory groups, providing an invitation to the follow-up municipal coordination meeting on July 14, 2016. Hydro One stated that the purpose of this meeting will be to present the preferred route for the section between Leaside TS and Todmorden JCT, the evaluation of the two routes based on the field studies conducted and stakeholder feedback received to date. Hydro One stated that they will continue discussions about the upcoming construction phase of the project. Hydro One stated that they will provide an agenda and additional detailed information in advance of the meeting.
July 11, 2016	Email (Received; Sent)	Renee Afoom-Boateng	Stephanie Hodsoll (Hydro One)	Hydro One received an email from the TRCA stating that they cannot attend the July 14, 2016 Main Municipal meeting. The TRCA proposed having a separate meeting with HOI staff outside of this meeting. Hydro One responded by email to the TRCA at 11:45 a.m., inquiring if they are available to meet next week with Hydro One.
July 11, 2016	Email (Sent)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA inquiring if there is another date next week that the TRCA is available to meet.
July 13, 2016	Email (Sent)	Arlen Leeming, Ali Shirazi	Stephanie Hodsoll (Hydro One)	Hydro One emailed the agenda for the July 14, 2016 Main Municipal Meeting. Hydro One also provided the route evaluation matrix and a document on how to read the route evaluation matrix in the email.
July 14, 2016	Meeting	Cameron Richardson, Ali Shirazi	Hydro One: Paul Dalmazzi, Jennifer Vuong, Stephanie Hodsoll, Dima Ostrovsky	Hydro One hosted a meeting with municipal level stakeholders for the proposed project. The purpose of the meeting was to provide an update on the project's Class ES process, to explain and obtain feedback on the route evaluation and selection process for the underground cable replacement section between Leaside TS and Todmorden JCT and to present and obtain feedback on the preferred route. Feedback, comments and questions were received regarding: route options and route evaluation matrix; project consultation; project construction; features along the preferred route; coordination with other development; traffic and transportation; and mitigation and environmental effects.
July 14, 2016	Email (Sent)	Renee Afoom-Boateng, Leslie Piercey	Paul Dalmazzi (Hydro One)	Hydro One emailed TRCA, inquiring if they are available next week to review and discuss the selection of the preferred route. Hydro One provided the slides from today's meeting, the latest version of the route evaluation matrix, and the draft notes from the site walks conducted in May with TRCA and City of Toronto staff. Hydro One requested to be notified if the TRCA has any comments or amendments to these notes.
July 18, 2016	Email (Sent)	Renee Afoom-Boateng, Leslie Piercey, Ali Shirazi	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto and the TRCA thanking them for attending the July 14, 2016 meeting where Hydro One presented their preferred route (option 2) for the Leaside TS X Todmorden JCT section of underground cable. Hydro One provided the draft summary and notes from the May 9 and 11, 2016 site visits held with the City of Toronto and TRCA staff, which factored into the input for the creation of the route evaluation matrix and assessment of each route option.
July 19, 2016	Meeting	Erich Knechtel, Leslie Piercey, Renee Afoom-Boateng	Hydro One: Paul Dalmazzi, Dima Ostrovsky, Derek Newton	Hydro One met with the TRCA and had a review of the route evaluation. TRCA water resources staff had concerns primarily about work at bottom of Don Valley. Since no work will be done within the water of the Don River itself, and there is separation between the work area and the Don River (e.g., railway tracks), TRCA staff were overall satisfied with Hydro One's route choice. The TRCA raised concerns over the possibility of needing to grade and fill in part of slope for route option 2 in order to build access and laydown areas.
July 29, 2016	Email (Sent)	Arlen Leeming, Renee Afoom-Boateng	Jennifer Vuong (Hydro One)	Hydro One emailed the TRCA, providing invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project's website.
August 9, 2016	Email (Sent)	Cameron Richardson	Stephanie Hodsoll (Hydro One)	Hydro One received an email from a representative of the TRCA notifying them that they are now the main contact representing the TRCA for the project. The TRCA requested that all future materials or invites be addressed to them instead of the previous TRCA representative.
August 19, 2016	Email (Sent)	Renee Afoom-Boateng, Leslie Piercey, Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One emailed the attendees of municipal coordination meeting #2, providing: the summary memo of the meeting; latest version of the evaluation matrix (incorporating feedback received at the meeting) and an example on how to read the matrix; and meeting slides.
September 1, 2016	Email (Sent)	Cameron Richardson, Renee Afoom-Boateng	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Cameron Richardson, Renee Afoom-Boateng	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
				included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
November 14, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the TRCA, providing the TRCA's comments on the draft ESR.</p> <p>Comment topics included:</p> <ul style="list-style-type: none"> - Inclusion of TRCA Voluntary Project Review process - Identifying TRCA floodplain and discussion on flood vulnerability, as well as the potential need to develop a flood contingency plan - Note that the TRCA is a provincially mandated agency, not a municipal government agency - Presence of "unevaluated" wetlands and the need for the project to consider the impacts to these wetlands - Fish habitat and resident fish in the lower portions of the East and West Don sub-watersheds - Design of temporary access routes - Post construction restoration options - Managing and addressing surficial and groundwater dewatering along the construction area - Site restoration seeding/vegetation types - Resident effects on woodlands, SAR and wildlife habitat as a result of loss of snags and cavity trees - Biodiversity Initiative - Request for geotechnical information - Potential temporary and/or permanent impacts to TRCA property - Implementation of vegetation protection
December 7, 2016	Email (Received)	Renee Afoom-Boateng	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the TRCA that provided the following geotechnical comments on the draft ESR:</p> <ul style="list-style-type: none"> - Since the proposed option runs through a steep valley with the risk of erosion and slope instability, we recommend a slope stability study at the detailed design stage in support of the proposed alignment to address potential long term erosion hazard risks. If the study reveals that there are erosion hazard risks, appropriate stabilization should be designed by geotechnical engineer to mitigate this risk. The findings and all engineering reports, design briefs and drawings for the slope stabilization/remediation should be prepared in the detailed design stage and submitted, signed and sealed by Licensed Professional Engineer. - The cross-sections should be prepared along the alignment where it runs through the valleys. The cut and fill required at each cross-section should be also shown with respect to the existing ground. Further, stability assessment should be undertaken by a geotechnical engineer to ensure the long-term stability along the alignment. - Please illustrate the method of installation for underground lines including the cross-section details on a site plan. If the trenchless technology is selected for the installation, the design of the trenchless installation should also be completed by the specialty contractor to ensure that the surrounding ground or banks/slopes are not negatively impacted. - Staff notes that there are temporary accesses proposed as part of the project. The temporary crossings should be designed so that they do not destabilize the banks/slopes or adversely impact the surround area. The details of such temporary access should be provided when available. As part of TRCA VPR review, please provide details of the cross-sections showing the type of crossing, grading as a result of the crossing with respect to the original ground, and the setback from the top of bank wherever possible. - Please ensure that the earthworks proposed are specified at the detailed design stage in the form of the cross-sections along the alignment and also on the site plan. The geotechnical assessment should be undertaken to ensure that the earthwork remains stable in long-term and does not destabilize the slopes and/or surrounding area. - Please ensure that all engineering drawings prepared at the detailed design stage in support of the different elements of the proposed undertaking and submitted as signed and sealed by Licensed Professional Engineer. <p>In addition, the TRCA requested that the consultant review these comments before the geotechnical report is submitted to the TRCA for review.</p>
January 5, 2017	Email (Received)	Alistair Jolly	Paul Dalmazzi (Hydro One)	Hydro One was copied on an email between the TRCA and the MTCS. The MTCS emailed the TRCA stating that they have reviewed the original archaeological assessment report for PIF P303-0400 2016 and have deemed it compliant with Ministry requirements for archaeological fieldwork and reporting. The MTCS stated that the report has been entered into the Ontario Public Register of Archaeological Reports.
January 12, 2017	Email (Sent)	Renee Afoom-Boateng, Arlen Leeming	Paul Dalmazzi (Hydro One)	Hydro One emailed the TRCA providing Hydro One's responses to the TRCA comments on the draft ESR (including the additional comments received after the ESR review period). Hydro One also provided a copy of a preliminary slope assessment that Golder Associates Ltd., undertook in 2016, which will be provided to the contractor to help inform their detailed design/construction planning and any other additional investigations or studies that they deem necessary during detailed design. Hydro One stated that they will be finalizing the ESR shortly and will notify the TRCA when it is available online.
February 2, 2017	Email (Received)	Heather Massay	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TRCA providing the TRCA's completed archaeological assessment report of Hydro One's Leaside to Main Infrastructure Refurbishment project. The TRCA noted that the report has been accepted by the MTCA and now resides on the Ontario Public Register of Archaeological Reports.

Hydro One Networks Inc. Tel. No. 416-345-4357
483 Bay Street Fax. No. 416-345-6600
Toronto, Ontario M5G 2P5
www.HydroOne.com
Christine.Goulais@HydroOne.com



Christine Goulais
Senior Manager, First Nations & Métis Relations
TCT5, South Tower

January 8, 2015

Brett Smith
Manager, First Nation and Metis Policy and Partnerships Office
Ministry of Energy
77 Grenville St, 6th floor
Toronto, ON M7A 2C1

RE: H7L/H11L Underground Cable Replacement

Dear Mr. Smith,

Hydro One Networks Inc. (Hydro One) is planning to conduct a Class Environmental Assessment (EA) for the proposed replacement of two sections of underground 115 kilovolt (kV) transmission lines, of a combined length of 2.3 km, in the Don Valley/Danforth area in downtown Toronto. These cables were originally installed approximately 60 years ago and are operating past their expected service life. The attached map shows the location of Hydro One's planned project.

Hydro One's proposed project will be carried out as per the *Class Environmental Assessment for Minor Transmission Facilities* (Ontario Hydro, 1992). Hydro One plans to send public Notices of Commencement regarding the Class EA in early 2015.

Hydro One has identified one First Nation community in proximity to the project area:

- Mississaugas of the New Credit First Nation

Please confirm that this is an accurate and exhaustive list of Aboriginal communities to be consulted in relation to this project. If possible, we would also appreciate a map of the traditional territories and/or culturally sensitive areas in that locale.

Please feel free to contact me should you have any questions or require further information.

Sincerely,



Christine Goulais

cc: Brian McCormick, Manager, Environmental Engineering and Project Support, Hydro One
Corwin Troje, Manager, Consultation Unit, Ministry of Aboriginal Affairs



H7L/H11L Underground Cable Replacement Project Location

Transmission Lines

- 115 kV
- 115 kV
- 230 kV

Station or Junction

- 115 kV
- 230 kV

Municipal Boundary

- Municipal Boundary

Water

- Water

Highway

- Highway

Major Roads

- Major Roads

Rail

- Rail

Produced by: InerGI, GIS Services
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CHARBONNEAU Daniel

From: GOULAIS Christine
Sent: Tuesday, February 24, 2015 3:46 PM
To: DALMAZZI Paul
Cc: SOULIERE Sara Jane
Subject: FW: H7L/H11L Underground Cable Replacement
Attachments: 2015-01-08 - Hydro One to Ministry of Energy RE Class EA project.msg.pdf

Hi Paul,

We received the response below from the Ministry of Energy today regarding the Class EA project referenced in the attached letter. We can proceed with notifying Mississauga's of the New Credit First Nation of the project. Please provide my with an opportunity to review the letter before it is sent out.

Thank You
Christine

Christine Goulais
416-345-4357

From: Feather, Adam (ENERGY) [<mailto:Adam.Feather@ontario.ca>]
Sent: Tuesday, February 24, 2015 3:27 PM
To: GOULAIS Christine
Subject: H7L/H11L Underground Cable Replacement

Ms. Goulais:

I'm writing in response to your letter of January 8th, 2015 regarding the H7L/H11L Underground Cable Replacement. I can confirm that your list of First Nation communities in proximity to the project area is exhaustive. Unfortunately we do not have a map of the traditional territories/or culturally sensitive areas in that locale. It is worth noting that the project is taking place in two different Treaty areas, the border between which runs North to South approximately 200m west of Main St. Consequently, the cable running between Lumsden JCT and Main TS is in an area covered by the Johnson and Butler Williams Treaty of 1923 while the cable running between Leaside TS and Todmorden JCT is in Treaty 13. This fact does not alter the list of First Nations communities to be consulted.

Please note that I am now the lead on responding to class EA for minor Tx. Also, please accept my apologies in the delay in getting this to you.

Please let me know if there is anything else I can do for you.

Best,

Adam Feather

Policy Advisor, Aboriginal Energy Policy
Ministry of Energy, Government of Ontario
Email: adam.feather@ontario.ca
Tel: 416.326.0513

<http://www.energy.gov.on.ca/>

Ministry of Energy

77 Grenville Street
6th Floor
Toronto ON M7A 2C1

Tel: (416) 327-7178

Ministère de l'Énergie

77 rue Grenville
6^e étage
Toronto ON M7A 2C1

Tél: (416) 327-7178



Aboriginal Energy Policy

March 2, 2015

Christine Goulais
Senior Manager, First Nation & Métis Relations
Hydro One Networks Inc.
483 Bay Street, South Tower, 5th Floor
Toronto, ON M5G 2P5

Re: Planned Underground Cable Replacement (Circuit H7L/H11L) between Leaside TS and Todmorden JCT, and between Lumsden JCT and Main TS – Class EA Project – First Nation Underground Cable Replacement.

Dear Ms. Goulais:

Thank you for your letter dated January 8, 2015 informing me about the planned replacement of a 2.3 km combined underground 115 kilovolt (kV) transmission line in the Don Valley/Danforth area in downtown Toronto.

As part of this work, I understand that the line itself will be replaced in its current location as it is currently operating beyond its expected service life.

Insofar as the project is located off-reserve, and based on the information provided, the Ministry of Energy has determined that there is no appreciable risk that the project will affect the rights of nearby First Nations and Métis communities. We therefore advise that rights-based consultation with First Nation or Métis communities on this project is not necessary at this time.

However, I recommend that Hydro One Networks Inc. maintain a record of its interactions with Aboriginal communities about the project if it engages any First Nation or Métis community on an interests-basis. In the event that a community provides Hydro One Networks Inc. with information indicating a potential adverse impact of the project on its Aboriginal or Treaty rights, I request that you notify me or the Environmental Approvals Branch at the Ministry of the Environment as appropriate.

Again, thank you for the opportunity to comment on this project. Please do not hesitate to contact me if you have any further questions or you wish to discuss this matter in more detail.

Sincerely,

A handwritten signature in black ink, consisting of several fluid, overlapping strokes that form a stylized representation of the name Ken Nakahara.

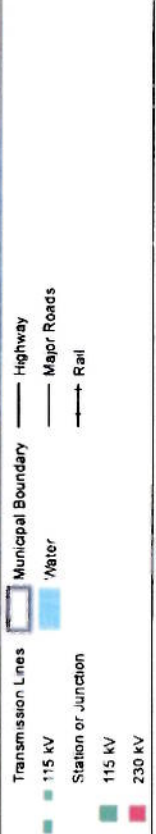
Ken Nakahara
Director
Strategic, Network and Agency Policy

c: Brian McCormick, Manager, Environmental Engineering and Project Support,
Hydro One

Corwin Troje, Manager, Consultation Unit, Ministry of Aboriginal Affairs



H7L/H11L Underground Cable Replacement Project Location



Produced By: Ineris LP GIS Services
 Date: Dec 12, 2014
 Map ID: H7L_H11L_Underground_Cable_Replacement_Map_14
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Hydro One Networks Inc.
483 Bay Street
TCT14, North Tower
Toronto, Ontario, M5G 2P5

Tel: 416-345-6145
Paul.Dalmazzi@HydroOne.com



Paul Dalmazzi
Environmental Planner, Environmental Engineering & Project Support

January 26, 2016

[Provincial Government/Agency Representative]
[Address]

RE: Leaside to Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear [Provincial Government/Agency Representative]:

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to refurbish existing underground transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and minimize the risk of future power interruptions. The project area, including existing Hydro One infrastructure, is shown on the attached map.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission cable that are approaching their end-of-life and require replacement. These cable sections run approximately 1 km between Leaside Transformer Station (TS) and Todmorden Junction (JCT), and approximately 1.5 km between Lumsden JCT and Main TS.

Through the Class EA, Hydro One will assess two options for the underground cable replacement between Leaside TS and Todmorden JCT. These options are described as follows and are shown on the attached map:

Option 1: Installation of new 115 kV underground transmission cables along the **existing route**.

Option 2: Installation of new 115 kV underground transmission cables along an **alternate route**.

No feasible alternatives have been identified for the underground cable replacement between Main TS and Lumsden JCT.

The replacement of underground cables is subject to provincial *Environmental Assessment Act* approval and is being planned in accordance with the approved *Class Environmental Assessment for Minor Transmission Facilities*. The Class EA was developed as a streamlined process to ensure that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner. Subject to the outcome of the Class EA, construction on the underground cable sections may begin by the end of 2016.

In conjunction with the underground cable replacement, Hydro One will take the opportunity to replace and upgrade the overhead shield wire (skywire), used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT. Upgrading the shield wire with modern technology will enhance Hydro One's ability to monitor and control the transmission network. This upgrade is not subject to the *Environmental Assessment Act*.

Hydro One recognizes the need to begin consultation in the preliminary stages of project planning and has initiated consultation with municipal representatives and government agencies.

Public Information Centres (PICs) are scheduled for February 8th and 10th, 2016. The purpose of these PICs is to provide interested parties and groups the opportunity to learn more about the project and the Class EA process as well as to provide feedback and discuss any questions/concerns with our project team. Please see the enclosed newspaper ad for additional details regarding the upcoming sessions.

In the interim, we welcome your comments and feedback on the Leaside to Main Infrastructure Refurbishment Project. If you have any questions regarding this project, please contact me at (416) 345-6145 or Paul.Dalmazzi@HydroOne.com. Information and updates regarding this project are also available on our website at <http://www.hydroone.com/Projects/LeasidettoMain>.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Dalmazzi". The signature is fluid and cursive, with the first name "Paul" being larger and more prominent than the last name "Dalmazzi".

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.

January 28th, 2016

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO managed lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can **include within the title but is not limited to** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also be circulated notices related to your project.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Impacts to Cultural Heritage

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken.. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,

Lisa Myslicki

Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC	Ontario Lands Corporation
ORC	Ontario Realty Corporation
PIR	Public Infrastructure and Renewal
MGS	Ministry of Government Services
MBS	Management Board and Secretariat
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation
MNR	Ministry of Natural Resources
MEI	Ministry of Energy and Infrastructure

August 5, 2016

Response to EA Notice

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Minister of Economic Development, Employment and Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations which may include considering the use of any MOI lands as part of your individual environmental assessment. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any

MOI lands would be required for your proposed project. Please note that on title MOI control may be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works¹.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly
Project Manager
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas St. West, Suite 2000
Toronto ON
M5G 2L5
Tel: (416) 212-4934
Email: rita.kelly@infrastructureontario.ca

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON
M5G 2L5
Tel: (416) 212-3768
Email: lisa.myslicki@infrastructureontario.ca

¹ MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

Patrick Grace
Director
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
Dundas St. West, Suite 2000
Toronto, ON, M5G 2L5

INSTRUCTION NOTE 1

Provincial Crown's Aboriginal Duty to Consult obligations

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Aboriginal consultation is required, MOI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

INSTRUCTION NOTE 2

Requirements of the MOI Public Work Class Environmental Assessment

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assesses undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. IO will work with you to ensure that all of the MI undertakings or activities related to the use of MOI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MOI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MOI lands may satisfy MOI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MOI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MOI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MOI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MOI undertakings related to the use or access to MOI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MOI would be relying on the proponent's assessment to satisfy MOI's obligations under the *Environment Assessment Act*;
- establish a monitoring and report back mechanism to ensure that any obligations of MOI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MOI lands are consulted

Other Due Diligence Requirements

There may also be other additional due diligence requirements for the use of MOI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up

- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists. Please visit.....

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
 - Archival research and non-intrusive site visit
- Stage 2 Property Assessment

- In-field systematic pedestrian survey or test pitting and reporting
-
- Stage 3 Site-specific Assessment
 - Limited excavation to determine site significance and size
 - Field works and reporting
- Stage 4 Site mitigation
 - Through either avoidance/protection or excavation Field work 4 to 8 weeks
 - Develop summary report
 - MTCS review – expedited review of summary report 6 weeks
 - Final report
 - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

IO Contact Information and direction to IO website....

INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties. Please visit.....

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

Staff contacts.....

Central Region
Technical Support Section

Région du Centre
Section d'appui technique

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

5775, rue Yonge, 8^{ème} étage
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Tél. : (416) 326-6700
Télé. : (416) 325-6347

March 10, 2016

File No.: EA 01-05

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.
P.O. Box 5700
Markham, Ontario L3R 1C8

RE: Leaside to Main Infrastructure Refurbishment Project
Hydro One Networks Inc.
Class Environmental Assessment
Notice of Commencement

Dear Mr. Dalmazzi,

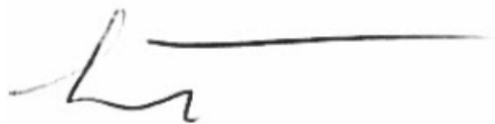
This letter acknowledges that Hydro One has indicated that the above-noted project is subject to the provincial *Environmental Assessment Act* approval and is being planned in accordance with the approved *Class Environmental Assessment for Minor Transmission Facilities (Class EA)*.

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to your project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to their project schedule.

Failure to properly follow the Class EA process is an offence under the *Environmental Assessment Act*. It may also result in the ministry withholding/revising an approval provided under the Act and/or the Minister issuing a Part II Order for the project.

Should your team have any questions regarding the attached "Areas of Interest", please contact me at 416-326-4886.

Yours sincerely,



Chunmei Liu
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

c. K. Webster, Manager, Toronto District Office, MOECC
Central Region EA File
A & P File

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

Surface Water

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

□ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 litres per day.

□ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. The assessment will compare to all available standards for any contaminants of concern. Please contact this office during the scoping process to confirm the appropriate level of assessment.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.

- We recommend referring to the ministry’s “D-Series” guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ Contamination and Soils

- Any current or historical waste disposal sites should be identified in the Project File/ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- Since the removal or movement of soils may be required, the ministry’s document “Management of Excess Soil – A Guide for Best Management Practices” should be followed regarding all activities related to soil management. If potential contamination involved at the site, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry’s District Offices for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the Project File/ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry’s Spills Action Centre must be contacted in such an event.
- The Project File/ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

□ Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent’s construction and post-construction monitoring plans should be documented in the Project File/ESR.

□ Planning and Policy

- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario’s natural heritage, such as significant ANSIs, watercourses and wetlands. Applicable policies should be referenced in the ESR/Project File, and the proponent should demonstrate how this

proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts. You may wish to consider consulting with the Ministry of Municipal Affairs & Housing.

- Parts of the study area may be subject to the [Oak Ridges Moraine Conservation Plan](#), [Niagara Escarpment Plan](#), [Greenbelt Plan](#), [Lake Simcoe Protection Plan](#), [Source Protection Plans](#), or [Growth Plan for the Greater Golden Horseshoe](#). The Project File/ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.

□ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The Project File/ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the Project File/ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy> under the publications link. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

□ **Aboriginal Communities**

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.

- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.
- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.
- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Aboriginal Consultation Information" checklist below. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.
- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a [Type of request to be chosen as applicable: Part II Order request; elevation request] has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - describe your response to those comments and how their concerns were considered
 - include a communications log indicating the dates and times of all communications; and
 - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
<p>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?</p> <p>The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</p>		
<p>2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?</p>		
<p>3. Is the project located in an open or forested area where hunting or trapping could take place?</p>		
<p>4. Does the project involve the clearing of forested land?</p>		
<p>5. Is the project located away from developed, urban areas?</p>		
<p>6. Is your project close to, or adjacent to, an existing reserve?</p> <p>Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.</p>		
<p>7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?</p>		
<p>8. Is the area subject to a land claim?</p> <p>Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</p>		
<p>9. Does the project have the potential to impact any archaeological sites?</p>		

Hydro One Networks Inc.

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TCT14, North Tower
Toronto, Ontario, M5G 2P5

Tel: 416-345-6145
Paul.Dalmazzi@HydroOne.com



Paul Dalmazzi

Environmental Planner, Environmental Engineering & Project Support

April 5 2016

Chunmei Liu

Environmental Resource Planner/EA Coordinator

Air, Pesticides and Environmental Planning

Ministry of the Environment and Climate Change, Central Region

5775 Yonge St., 9th Floor

Toronto, Ontario, M2M 4J1

RE: Leaside x Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear Ms. Liu:

Thank you for your letter dated March 10, 2016 responding to the Notice of Commencement for the Leaside x Main Infrastructure Refurbishment Project Class Environmental Assessment (Class EA). As requested, we have listed below the MOECC Areas of Interest that are applicable to this undertaking:

Ecosystem Protection and Restoration

Natural heritage features in the study area will be identified and described in the draft Environmental Study Report (ESR). To date, we have identified two Environmentally Sensitive Areas (ESA; as designated by the City of Toronto) in the Project study area. These areas are Crothers Woods (just south west of Leaside TS) and Taylor Creek (between O'Connor Dr. and Dawes Rd.). Small fragment wetlands and woodlots are present in the study area, as are the Don River and Taylor Creek. No Areas of Natural and Scientific Interest (ANSI) are located in the study area.

Hydro One has engaged Golder Associates (Golder) to provide environmental support for the Class EA, including natural environment surveys in the areas near the ESAs of Crothers Woods and Taylor Creek. The results of these surveys will be described in the draft ESR and will be considered in the evaluation of alternatives and the planning of environmental mitigation measures.

Hydro One will also be implementing a Biodiversity Initiative for this project, whereby habitat will be created or enhanced to compensate for any adverse effects to natural habitats that cannot be addressed by avoidance or mitigation measures (residual net effects). The Biodiversity Initiative will involve feedback from all interested stakeholders and will be implemented following successful completion of the Class EA process.

Surface Water

No adverse effects are expected to occur on any watercourses as a result of this project. No new paved surfaces or changes to local drainage are required for this undertaking.

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**Paul Dalmazzi**

Environmental Planner, Environmental Engineering & Project Support

No crossings of the Don River, or work affecting the banks of the Don River, will be required as part of this project. Temporary crossings of Taylor Creek may be required, but if this is the case these crossings will be minimal in nature (e.g., sized to permit an ATV or similar light vehicle) and there is no need for any heavy equipment to cross the Taylor Creek.

Watercourses within the study area, as well as measures to mitigate erosion, sedimentation and any other potentially adverse effects to surface water during construction, will be described in the draft ESR.

Groundwater

The project does not involve any changes to drainage or groundwater flow patterns, and no adverse effects to groundwater-dependent natural features are currently anticipated. Where groundwater-dependent natural features are identified during field surveys, they will be described in the draft ESR and appropriate avoidance and/or mitigation measures will be prescribed.

Due to the minor nature of the excavation required for the installation of underground duct bank (digging of a trench approximately 2 m deep x 1 m wide, in incremental lengths of 10 to 30 m), it is not anticipated that a Permit to Take Water (PTTW) will be required for this project. However, if it becomes apparent that construction activities will result in water taking of 50,000 L/day or greater, a PTTW will be obtained.

Air Quality, Dust and Noise

Due to the nature of this project (refurbishment and replacement of existing infrastructure), and the lack of emissions from the facilities being installed (underground transmission cable/duct and overhead shield wire), the project will not result in an increase of any air emissions, dust, or noise once construction is complete.

Noise and dust may be generated temporarily during construction as a result of standard construction activities. Hydro One will follow the applicable noise by-laws, and will follow all required procedures in the event that work is to be conducted outside of the hours described in the by-law. Dust control measures (e.g., water spray during dry periods) will be implemented as required during construction.

Contamination and Soils

Soil management, re-use and disposal will follow the MOECC's best practices guideline. Excess soil will be contained, tested and disposed of in accordance with the *Environmental Protection Act*.

Mitigation and Monitoring

Mitigation measures will be described in the draft ESR and will be based on best management practices. Hydro One has developed the "Environmental Guidelines for the Construction and Maintenance of



Paul Dalmazzi

Environmental Planner, Environmental Engineering & Project Support

Transmission Facilities” (2009), and this document will be among the tools used to identify and prescribe mitigation measures for construction activities.

All environmental requirements, constraints, sensitive features and commitments/prescribed mitigation measures will be clearly communicated to all contractors awarded work on this project and periodic environmental monitoring will be undertaken by Hydro One staff to ensure that mitigation measures are functioning as planned.

Planning and Policy

Policies and plans applicable to the project study area will be referenced and addressed in the draft ESR. This project is consistent with the Provincial Policy Statement (PPS) in that it involves the replacement/refurbishment of existing infrastructure facilities. Evaluation of alternative routes for the underground cable from Leaside TS to Todmorden JCT will consider the use of existing Rights-of-Way, consistent with the PPS.

The project study area does not occur on lands subject to the *Oak Ridges Moraine Conservation Plan*, *Niagara Escarpment Plan*, *Greenbelt Plan* or the *Lake Simcoe Protection Plan*. The project study area does occur in a municipality (City of Toronto) that forms part of the *Growth Plan for the Greater Golden Horseshoe*, as well as the CTC (Credit Valley, Toronto and Central Lake Ontario) Source Protection Plan. Those plans applicable to the project study area will be referenced in the draft ESR.

Class EA Process

The draft ESR will clearly document the planning process for the Project, including a full description of the public consultation program undertaken as part of the Class EA process. All concerns raised by project stakeholders during the Class EA will be described along with the corresponding responses from Hydro One.

The draft ESR will include a detailed evaluation of the alternative routes for the portion of underground cable that runs from Leaside TS to Todmorden JCT. Mitigation measures and potentially applicable permits and approvals will also be described in the draft ESR.

Aboriginal Communities

The Mississaugas of New Credit First Nation have been notified of the Project and commencement of the Class EA, and have subsequently asserted their treaty rights across their traditional territory, including the area contemplated for the development of the Project and expressed an interest in being consulted and participating in the archaeological and environmental assessment of the Project. Hydro One staff will be meeting with the Mississaugas of New Credit First Nation Department of Consultation and Accommodation in early April to discuss their interest into the Project.

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Paul Dalmazzi

Environmental Planner, Environmental Engineering & Project Support

Thank you for your feedback on the Leaside x Main project and Class EA to date, and please do not hesitate to contact me if you have any additional questions or comments in the future. Please let me know if you are interested in meeting with the project team to discuss the undertaking or the Class EA.

Sincerely,

A handwritten signature in black ink that reads "Paul Dalmazzi". The signature is written in a cursive, flowing style.

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.

February 3, 2016

BY E-MAIL ONLY (paul.dalmazzi@hydroone.com)

Mr. Paul Dalmazzi
Environmental Planner
Hydro One Networks Inc.
483 Bay Street, North Tower
Toronto, ON M5G 2P5

Dear Mr. Dalmazzi:

**Re: Response to Notice of Commencement and Invitation to Public Information
Centers for the Leaside Transformer Station to Main Transformer Station
Infrastructure Refurbishment Project
Class Environmental Assessment for Minor Transmission Facilities
Don River Watershed; City of Toronto – Toronto and East York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on January 25, 2016. Staff also acknowledged receipt of the invitation to upcoming public information centers scheduled for February 8 and 10, 2016 respectively.

Staff understands that Hydro One Networks Inc. (HON) is initiating a Class Environmental Assessment (EA) to study options for refurbishing existing transmission infrastructure in the eastern part of downtown Toronto. We understand that HON has identified two sections of underground 115 kilovolt (kV) transmission between Leaside Transformer Station (TS) and Main TS which are nearing their end-of-life and require replacement. HON also hopes to replace and upgrade approximately five (5) kilometers of the overhead wire (skywire) which serves to protect the transmission line from lighting, between Todmorden JCT and Lumsden JCT. This study is aimed at ensuring an adequate and reliable supply of electricity to the area, and to minimize the risk for future power interruptions.

It is our understanding that this EA study will follow the requirements of the provincial EA Act and is being planned in accordance with the HON Class Environmental Assessment for Minor Transmission Facilities (Class EA). Depending on the outcome of the EA, construction of the proposed upgrades and refurbishment will begin by the end of 2016. Please note that the study area is located with the TRCA Don River Watershed, with various TRCA Areas of Interest as listed below.

TRCA Areas of Interest

Staff has identified the following Areas of Interest within the study area:

TRCA Regulated Areas

- Regulation Limit
- Crest of Slope
- Regulatory Flood Plain
- Watercourses

TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features

- Archaeological and Heritage Resources
- Conservation Land (TRCA property)
- Environmentally Significant Areas
- Habitat Implementation Plans
- Living City Programs:
 - Renewable Energy
 - Sustainable Technologies
 - Living City Trails
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

Please contact the City of Toronto to confirm if there are program interests related to this project for:

- Environmentally Sensitive Areas

Please contact the relevant federal agency* to confirm if there are issues related to:

- Asian Long-horned Beetle Regulated Area
- Federally Endangered Species

*Note: This list is not inclusive and the onus is on the proponent and their consultants to consult with other agencies as required

TRCA Mapping

Please note there is digital mapping and program information available for the above-listed Areas of Interest. Please confirm if HON is interested in this data. The information will be sent under separate cover for your reference.

Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate.

Selection of Alternatives

In consideration of TRCA's "The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority" (LCP) and other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

Staff recommends that the preferred EA alternative meets the policies of section 7, in particular section 7.4.4, of the LCP. Furthermore, staff recommends that the preferred solutions meet the policies of section 8, including section 8.9, of the LCP.

TRCA EA Review

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to TRCA Areas of Interest. In addition, please add TRCA's Project Manager Arlen Leeming to the project mailing list to receive any public information updates.

Please provide the following submissions to expedite TRCA review:

- Notices of public meetings and display material and handouts;
- Two hard copies of the Draft EA Document; and,
- One hard copy of the Final EA Document.

Please include a digital copy of all submitted material. Materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Public Information Centers

Staff notes that two public information centers are scheduled for February 8th and 10th, 2016. While staff is unable to attend these meetings, please forward one copy of any handouts or display materials from this meeting for our files. Please include a PDF copy of all materials as part of your submission, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

TRCA EA Review Fees

Please be advised that the Authority adopted a new fee schedule on January 29, 2016. Pursuant to Resolution #A287/07, the fee for reviewing and commenting on this EA study is \$12,195 for Schedule B - Major EA category or equivalent as per the TRCA 2016 EA fee schedule.

TRCA Detailed Design Review - Voluntary Project Review

Once the EA is finalized and the study progresses to the Detailed Design phase, we recommend that consultation with TRCA continue with respect to issues that relate to TRCA Areas of Interest in line with Memorandum of Understanding (2009) between HON and Conservation Ontario that applies to all conservation authorizes including TRCA.

Please note that development activities within regulated areas that are on lands owned by, and/or conducted by, a provincial or federal agency, are exempt from the regulatory approval process under Section 28 of the Conservation Authorities Act. In the absence of the formal permitting process, Crown corporations, railways and radio communication and broadcasting antenna system providers may voluntarily request TRCA to review and comment on detailed design activities associated with project construction, maintenance or emergency activities.

Should you choose to submit an application for a Voluntary Project Review, TRCA will complete a comprehensive review and provide an opinion as to whether the interests, objectives, and tests of TRCA's permit requirements under Section 28 of the Conservation Authorities Act and under Ontario Regulation 166/06 – TRCA Regulation of Development, Interference with Wetlands and Alteration to Shorelines and Watercourses will be satisfied. This includes a review as to whether or not there will be impacts to flooding, erosion, pollution or conservation of land. Voluntary Project Review fees may be charged, and regular TRCA review process and service delivery timelines will be followed. Once TRCA concerns are satisfied, TRCA will issue a Voluntary Project Review Letter confirming that our interests have been met, if implemented as per the submission details provided. Staff is available to discuss this process in detail with HON staff as this EA study progresses.

Please find the Voluntary Project Review application attached. This can also be found at <http://www.trca.on.ca/dotAsset/199329.pdf>

Should you have any questions please contact me at extension 5714 or by e-mail at rafoom-boateng@trca.on.ca.

Yours truly,



Renée Afoom-Boateng, MES, MCIP, RPP
Senior Planner, Environmental Assessment Planning
Planning and Development

Encl.: TRCA Areas of Interest Summary Table

BY E-MAIL

TRCA: Beth Williston, Associate Director, Environmental Assessment Planning
Arlen Leeming, Project Manager, Don River Watershed

EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
TRCA REGULATED AREAS	
Regulation Limit GIS data available	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's <i>Living City Policies</i>.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Regulatory Flood Plain Engineered maps may be available	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Living City Policies</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.</p>
Watercourses Partial GIS data available	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.</p>
TRCA PROGRAM AND POLICY AREAS	
<p>Note: Additional program and policy information may be available at www.trca.on.ca, or by request.</p>	

<p>Aquatic Species and Habitat</p> <p>GIS data available</p>	<p>TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system.</p> <p>If requested, TRCA will provide an opinion as to whether the project and its implementation will cause <i>serious harm</i> to fish. If <i>serious harm</i> to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).</p>
<p>Aquifers and Hydrogeological Features</p>	<p>The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).</p>
<p>Archaeological and Heritage Resources</p>	<p>TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. Preserve and protect archaeological resources where possible.</p> <p>TRCA may require a Stage 1, 2, 3, or 4 archaeological assessment to confirm impacts to these resources. Note that an archaeological investigation by TRCA's archaeological staff must precede any disturbance to TRCA property, at the cost of the proponent. Scheduling will be subject to weather, seasonal programs and other field work.</p>
<p>Conservation Land (TRCA Property)</p> <p>GIS data available</p>	<p>If TRCA property is needed for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. As noted above, an archaeological investigation by TRCA's archaeological staff must precede any disturbance to TRCA property.</p> <p>Applicable programs and strategies for works on TRCA property may include: <i>TRCA Strategy for Public Use of Authority Lands</i>, <i>TRCA Greenspace Strategy</i>, <i>Archaeological Resource Management Procedures: Guidelines</i>, master plans for specific conservation lands, watershed strategies, or other programs or policies referenced in this document.</p>
<p>Habitat Implementation Plans</p>	<p>TRCA staff has identified management opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands. The Habitat Implementation Plans target priority sites to improve natural form and function based on targets in the watershed strategies.</p> <p>Detailed plans have been developed or implemented for certain sites, while other locations have been identified for future work. Consultation with TRCA should take place to ensure that impacts to priority areas are avoided, or that opportunities to implement restoration plans are identified.</p>
<p>Living City Programs</p>	<p>The Living City is a vision adopted by TRCA for a new kind of community, where human settlement can flourish forever as part of nature's beauty and diversity. The key objectives of the Living City are: healthy rivers and shorelines; regional biodiversity; sustainable communities; and business excellence.</p> <p>Programs associated with TRCA's Living City include: trails enhancement, renewable energy, sustainable communities, and the <i>Sustainable Technologies Evaluation Program (STEP)</i>.</p>
<p>Terrestrial Natural Heritage System Strategy</p>	<p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the</p>

<p>GIS data available for the refined watershed system</p>	<p>target system, and other implementation mechanisms.</p>
<p>Terrestrial Species and Habitat GIS data available</p>	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>

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Paul Dalmazzi

Environmental Planner, Environmental Engineering & Project Support

March 15, 2016

Renee Afoom-Boateng
Senior Planner, Environmental Assessment Planning
Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario, M3N 1S4

RE: Leaside x Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear Ms. Afoom-Boateng:

Thank you for your letter dated February 3, 2016 responding to the Notice of Commencement for the Leaside x Main Infrastructure Refurbishment Project Class Environmental Assessment (Class EA). Please find below our responses to the suggestions raised in your letter:

TRCA Areas of Interest

Thank you for identifying the areas of interest to TRCA. We will consider these areas of interest and any potential effects to them through the Class EA process.

We have identified two Environmentally Sensitive Areas (ESA; as designated by the City of Toronto) in the Project study area. These areas are Crothers Woods (just south west of Leaside TS) and Taylor Creek (between O'Connor Dr. and Dawes Rd.).

Hydro One has retained Timmins Martelle Heritage Consultants (TMHC) to undertake desktop reviews of known built heritage resources in the study area, as well as a Stage 1 archaeological assessment. Due to the nature of the work, no effects to built heritage resources are currently anticipated. Hydro One is planning to have TMHC conduct a Stage 2 archaeological assessment (test pitting) at certain areas of the project which have potential for archaeological resources and which may be subject to ground disturbance during construction. This Stage 2 assessment is tentatively planned for spring 2016. Hydro One has also engaged Golder Associates (Golder) to assist with conducting specialized biological surveys for key natural features within the Class EA study area. Hydro One will inform TRCA and obtain any necessary permissions if any access or field work is required on TRCA lands for both the archaeological assessment and specialized biological surveys.

Hydro One has also retained Golder to provide environmental support for the Class EA, including natural environment surveys in the areas near the ESAs of Crothers Woods and Taylor Creek. Surveys that are planned for the coming spring field season include breeding bird surveys and amphibian surveys. Preliminary Ecological Land Classification (ELC) and vegetation surveys were undertaken along the cable and overhead corridors in the summer of 2015, and will be continued in the spring of 2016.



Paul Dalmazzi

Environmental Planner, Environmental Engineering & Project Support

While there is an Asian Long-Horned Beetle Regulated Area in the City of Toronto near the border with Mississauga, there does not appear to be such a regulated area in the vicinity of the Class EA study area. In general, Hydro One's construction and vegetation management practices do not involve the movement of lumber or woody debris; instead, such material is typically chipped and spread on location or left in brush piles to act as wildlife habitat and to naturally decompose over time.

TRCA Mapping

We appreciate the offer for TRCA to provide additional digital mapping and program information. We are interested in any such information that TRCA can provide and will incorporate this information into the Class EA.

Selection of Alternatives

Thank you for your suggestion to consider the TRCA document *The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority* ("the LCP"), as well as other TRCA policies, during the selection of the preferred route for the underground cable from Leaside TS to Todmorden JCT. Hydro One will consider these policies (among other factors such as constructability/cost and technical/maintenance considerations) during the evaluation of alternative routes.

The preferred route for the Leaside TS x Todmorden JCT underground cable will be presented to agencies and the public ahead of the second round of Public Information Centres (PICs; tentatively scheduled for May 2016), and a detailed explanation of the evaluation and selection of the preferred route will be presented at the PIC and will also be described in the draft Environmental Study Report (draft ESR).

TRCA EA Review

We agree that a meeting between the Hydro One project team and TRCA staff would be beneficial to us in coordinating the Class EA. It is our understanding that the earliest date that TRCA staff are available is March 24, 2016; if that is the case, we would like to propose a meeting for this date between the Hydro One Environmental Planners/Project Manager and their TRCA counterparts.

Attached to this letter are copies of the notices for public meetings and display materials that have been created to date. Hydro One will also supply hard copies of the draft and final ESR documents, as well as any future public notices and informational materials, as per the TRCA's request.

TRCA Project Manager Arlen Leeming has been added to the contact list for the Class EA, and was sent a notification letter and invitation to the first round of PICs on January 27, 2016.

Public Information Centres

Please find attached a copy of the information panels that were displayed at the recent PICs on February 8th and 10th, 2016.

TRCA EA Review Fees

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Paul.Dalmazzi@HydroOne.com



Paul Dalmazzi
Environmental Planner, Environmental Engineering & Project Support

Hydro One accepts the TRCA review fee for Schedule B projects. Please provide an invoice and payment details to Paul.Dalmazzi@HydroOne.com.

Voluntary Project Review

Hydro One will abide by the Memorandum of Understanding (MOU) between Hydro One Networks and Conservation Ontario. We are interested in assessing whether voluntary project review by TRCA may be beneficial, and would like to discuss this with TRCA staff closer to the end of the EA process when more information on the project (such as the preferred route) is available.

Thank you for your feedback on the Leaside x Main project and Class EA to date, and please do not hesitate to contact me if you have any additional questions or comments in the future. I look forward to working with you and the rest of the TRCA staff as this project progresses through the Class EA and towards construction.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Dalmazzi". The signature is fluid and cursive.

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.

Leaside X Main Infrastructure Refurbishment Project

Class Environmental Assessment

Notes of Meeting

Date: July 19 th , 2016	Time: 3:00pm – 4:30pm	Location:
<u>Hydro One Attendees</u>		
Paul Dalmazzi (Environmental Planner)	Dima Ostrovsky (Project Manager)	Derek Newton (Co-op Student)

<u>External Attendees</u>		
Renee Afoom-Boateng (Sr. Planner, Environmental Assessment Planning)	Leslie Piercey (Sr. Planning Ecologist)	Erich Knechtel (Water Resources Engineer/Analyst)

Meeting Objective(s): Review of Route Evaluation

Meeting with Toronto Region Conservation Authority (TRCA) to review route evaluation

Proximity to the Don Valley/Wetland Areas:	
TRCA (Comments)	HONI (Comments)
Regarding the preferred route, TRCA water resources staff raised the issue of work at the bottom of the Don Valley. Since no work will be done within the water of the Don River itself, and there is separation between the work area and the Don River (e.g., railway tracks), TRCA staff were overall satisfied with our route choice, but reiterated that some work would be within the TRCA floodplain area.	Hydro One staff made note of TRCA's comments and thanked them for their input.
Were hopeful that HONI could avoid and not impact any of the wetlands or storm water ponds in Coxwell Park to the west of the Project area and EA study area boundaries.	Hydro One staff made note of TRCA's comments and thanked them for their input. At this point Hydro One does not anticipate any adverse effects to the wetlands or stormwater ponds in the Coxwell Park area.

Impact of project to trails on the Leaside Bridge:	
TRCA (Comments)	HONI (Comments)
Questioned impact of Project to trails on either side of Leaside Bridge, and asked about the scoring of the “Potential Impact to Recreational Use” criteria.	HONI staff first noted the rationale for why options scored differently, including the large excavation area required for Option 1 in Leaside Park for the tunneling/push pipe entrance point. Regarding Option 2, HONI staff explained that trails near bottom of the hill near rail road were currently designated as unofficial trails by City of Toronto, but that HONI knew they were heavily and would make efforts to implement a “double gate” system and signage to ensure safety of trail users and minimize disruption to trail users. For micro-tunneling for Option 1, these unofficial trails may need to be completely blocked off for safety reasons during construction. These reasons justified why Option 1 would have HIGH IMPACT, while Option 2 would have LOW IMPACT.
Grading/filling slope for Option 2:	
TRCA (Comments)	HONI (Comments)
Raised concerns over the possibility of needing to grade and fill in part of slope for Option 2 route in order to build access and laydown area.	HONI stated that no laydown (stockpile or significant grading) area would be put on any part of the slope; rather the primary laydown area would be North of Millwood Road, behind Leaside TS. A smaller laydown area would be needed adjacent to Todmorden JCT, but would be constructed on flat, previously cleared lands. The access road would be for one-way traffic, approximately 3 metres wide. Also HONI construction contractors will investigate the possibility of using a hose and piping system to pour concrete without having to bring large concrete mixing trucks onto the slope/ROW. This would minimize soil compaction and disturbance along the access road and slope.
Tree cutting/Butternut & Concrete duck bank:	
TRCA (Comments)	HONI (Comments)
TRCA had no issues (as long as cutting of mature trees is minimized where possible) with the Mississaguas of New Credit First Nation’s request to have all felled wood and lumber after forestry and clearing of land occurred. TRCA also stated that the use of existing Hydro One ROW (just north of Leaside TS) could be an appropriate stockpile area for felled wood to desiccate (and ensure that no pests/invasive species are transported if/when	Hydro One staff made note of TRCA’s comments and thanked them for their input.

<p>the wood is relocated).</p>	
<p>TRCA suggested that HONI undertake butternut health assessments for butternut identified in the area and attempt to avoid and/or mitigate damage to the trees where possible.</p>	<p>Hydro One staff made note of TRCA’s comments and thanked them for their input.</p> <p>Paul explained that in the past, Hydro One has been able to undertake work within the MNRF’s 25m guideline buffer for butternut trees, as long as it is clearly shown that the tree will not be significantly or adversely affected, and that Hydro One would try to avoid the butternut trees to the extent feasible.</p> <p>However, if it becomes apparent that butternut trees may be adversely affected by construction, they would be assessed by a certified Butternut Health Assessor and the appropriate registration and/or permit processes would be followed.</p>
<p>TRCA agreed with Hydro One’s initial suggestion regarding potential post-construction slope stabilization and restoration measures (e.g., seeding, ecoblanket).</p>	<p>Hydro One staff stated that now that a preferred route had been selected, a slope stabilization study would be conducted during the detailed design phase of the project which would help inform the slope stabilization and erosion strategies used during and after construction. Hydro One committed to keeping TRCA staff in the loop with respect to this study and the subsequent mitigation/restoration plans.</p>
<p>Questioned if the concrete duct bank is “re-usable” (i.e. can old cables be pulled out and replaced with new ones without digging up slope again)?</p>	<p>HONI confirmed that yes; one of the benefits of the duct bank construction is that for future maintenance, cables can be pulled through the ducts without the need for additional trenching or open excavation. Cables in duct banks are therefore much easier to maintain than cables that are direct-buried (such as the existing cables), which cannot be pulled and need to be excavated for replacement.</p>
<p>Questioned if concrete was only option for material to use for duct banks?</p>	<p>Although there are likely other materials available, it is a standard practice for Hydro One to use concrete for its underground duct banks due to its advantages with respect to cost, durability, heat dissipation, and uniformity.</p>
<p>Inquired about duct bank building process.</p>	<p>Steps include digging trench and building forms/shoring, installing and spacing the ducts (plastic piping) and then pouring in concrete (i.e., sections are not pre-cast). Pictures of duct bank construction from past projects were shown to TRCA staff. The trench would be 2 metres in depth (1 m tall duct bank with 1m of overfill), and will be</p>

	installed in sections, approximately between 10m-50m per day (depending on conditions).
Work within HONI Right-of-way:	
TRCA (Comments)	HONI (Comments)
Is all work within HONI Right-of-way?	Work areas will be limited to within the ROW boundaries where possible. Some work areas however will be outside of the existing overhead ROW, including work immediately south of Millwood road (travelling eastbound), and the duct bank at the bottom of the Don Valley slope connecting to Todmorden JCT. These areas will require new easements/real estate rights. If mature trees need to be removed (e.g., south of Millwood or at the edges of the overhead ROW), the appropriate permits will be obtained as required.
Option 3 & the Don Valley:	
TRCA (Comments)	HONI (Comments)
What happened to Option 3? During recent field investigations?	Hydro One's underground cable engineer confirmed that the slope of the Don Valley just east of the Leaside Bridge is too steep to feasibly construct the duct bank via open trenching. The engineer then proposed that micro tunneling or push-pipe methods were better suited to have the cables descend this slope. Since Option 1 and Option 3 are identical until the Don Valley Slope (e.g., only differed in the routes taken by the open trench to descend the slope), Option 3 was eliminated as it would effectively be identical to Option 1 at this point.
Questioned whether it would be possible to build a micro tunnel further up slope and cross from West to East side, underneath the Leaside Bridge.	While it may be possible, the disturbance to the ground at the entry and exit points of these trenchless methods is quite large and deep. Such an approach would be much more expensive and could potentially jeopardize the integrity of Leaside Bridge (a heritage structure) if located near its foundations. For these reasons, this approach was deemed to be not feasible by Hydro One.
Questioned as to whether there is chance that this area of the Don Valley, within the Project area contained native soils.	HONI staff indicated that there had already been much development along the Option 2 (preferred route) RoW, including existing underground transmission cables, plus the building of the bridge and metal culverts indicate the soil in the area is already heavily disturbed.
TRCA staff indicated that it is likely not native soil,	Hydro One staff made note of TRCA's comments

but because of large such slopes that still remain, it was likely built back up or altered with stockpiling of soil of landfill, which could be why it has not eroded down to a gentler incline yet.	and thanked them for their input.
TRCA staff suggested HONI get in contact with City or Toronto department that handles water, because they were under the impression that the City of Toronto was planning g to make upgrades to sewer and drainage system in Coxwell Park.	HONI is in contact with appropriate City staff and will continue to follow up.
Culvert/creek crossing:	
TRCA (Comments)	HONI (Comments)
Questions about where our cable would be crossing the ravine/creek along the overhead ROW.	The duct bank/trench will cross the ravine above (upstream/uphill) the culvert outlets, so the culvert will likely be able to be extended around the work area without interrupting the flow of any water exiting the outlet. Hydro One staff also noted that parts of the culvert were already exposed by existing erosion and that opportunities existed to remediate this during/after construction of the duct bank.
TRCA staff indicated that such exposed metal culverts are common all across the GTA area, especially in the Don Valley, when old storm water drains were built on top of ravines, so storm water dumped into same ravine, get excess water flow down slope and increased erosion.	Hydro One staff made note of TRCA's comments and thanked them for their input.
Contingency plan for Option 2 failure:	
TRCA (Comments)	HONI (Comments)
What if slope on Option 2 fails (e.g. if excessive erosion at toe of slope, when it corrects itself... Will get soil slumping vertically down the slope and excessive pressure and tension on the new cable)?	Hydro One staff stated that now that a preferred route had been selected, a slope stabilization study would be conducted during the detailed design phase of the project which would help inform the slope stabilization and erosion strategies used during and after construction. Hydro One committed to keeping TRCA staff in the loop with respect to this study and the subsequent mitigation/restoration plans.
TRCA asked about potential slope stabilization methods, some of which are more desirable to TRCA than others. TRCA generally prefers the use of native vegetation as a post-construction restoration/erosion control method when compared to other engineered solutions (e.g., geo-grid/mesh erosion control).	HONI will accommodate these requests and will only use native seed mixes of different trees and shrubs (i.e. terra-seeding of plants with strong root systems) for slope stabilization. This seeding will be done for the entire project area that is located on sloped hills and valleys. Hydro One will continue to work with the TRCA and will share the results of upcoming slope

	stabilization studies and any plans for mitigation/remediation measures going forward.
EA process:	
TRCA (Comments)	HONI (Comments)
TRCA mentioned they would like to remain informed as the EA process continues and would like to be informed of and have the chance to discuss future construction plans, timelines, and post-construction mitigation measures and design.	HONI staff agreed to maintain communication and regular updates to TRCA staff as the project progresses.
Access road strategies in vegetated areas:	
TRCA (Comments)	HONI (Comments)
TRCA asked about access road strategies in vegetated areas (particularly along the overhead ROW), and mentioned that access road designs that minimize soil compaction around root systems are preferred. TRCA also inquired whether access roads required grubbing, or could be overlain on top of existing vegetation.	HONI staff stated that hydro One's standard practice to construct temporary access roads involve laying gravel over top of a geotextile liner. This avoids the need for grubbing, reduces soil compaction and makes for easier removal of the temporary access road and subsequent restoration. HONI staff stated that they would make it a priority to minimize root compaction in the vicinity of mature trees wherever possible. HONI staff also stated that root balls or nodules do not typically need to be removed when building temporary access roads.
Construction timelines:	
TRCA (Comments)	HONI (Comments)
TRCA asked about construction timelines, and how they would relate to fisheries spawning and bird breeding seasons.	Hydro One stated that since the ravine along the overhead ROW would be crossed upstream of the culvert outlet, and since the watercourse had been classified as ephemeral and appeared to have migratory barriers (lowered culvert) downstream, that effects to fish habitat are not anticipated (although Hydro One would still be implementing erosion and sediment controls where appropriate). With respect to breeding bird season, Hydro One staff noted that Forestry crews were expected to undertake planned vegetation maintenance on the overhead ROW in the late summer/early Fall of 2016. Any additional vegetation clearing required for the Leaside x Main project would be scheduled outside of breeding season where possible, otherwise nest sweeps would be undertaken prior to clearing to ensure that active nests are not harmed or affected until young have fledged.
This was noted.	Hydro One staff stated that they would potentially be doing some work off peak hours, or in evenings, to reduce the duration of traffic disruption. Work

	crews would still adhere to City noise by-laws in those cases and would obtain exemptions/permits where necessary.
This was noted.	Hydro One staff noted that some work would be within the floodplain of the Don River, but no work within the Don River channel or on its immediate banks.

Prepared by: Paul Dalmazzi

**Ministry of Tourism,
Culture and Sport**

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Programs and Services Branch
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November 14, 2016, 2016 (EMAIL ONLY)

Paul Dalmazzi
Environmental Planner
Hydro One Networks Inc.
483 Bay Street, North Tower, 14th Floor
Toronto, ON M5G 2P5
E: Community.Relations@HydroOne.com

RE: MTCS file #: 0004135
Proponent: Hydro One
Subject: Notice of Completion of Draft Environmental Study Report
Hydro One Leaside to Main Infrastructure Refurbishment Project
Location: City of Toronto, Ontario

Dear Mr. Dalmazzi:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Completion of Draft Environmental Study Report (ESR) for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

We have reviewed the draft ESR. Given the lack of archaeological resources identified in the Stage 2 property assessment, the lack of anticipated impacts to built heritage resources and cultural heritage landscapes, and the provisions made in Section 7.3 for mitigating unanticipated impacts, we have no concerns with the project at this time.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

November 14, 2016

CFN 55353

BY E-MAIL ONLY (ONLY) (paul.dalmazzi@hydroone.com)

Mr. Paul Dalmazzi
Environmental Planner
Hydro One Networks Inc.
483 Bay Street, North Tower
Toronto, ON M5G 2P5

Dear Mr. Dalmazzi:

Re: Response to Draft Environmental Project Report for the Leaside Transformer Station to Main Transformer Station Infrastructure Refurbishment Project Class Environmental Assessment for Minor Transmission Facilities Don River Watershed; City of Toronto – Toronto and East York

Toronto and Region Conservation Authority (TRCA) staff received a copy of the draft Environmental Project Report (EPR) and supporting documents for the above-noted Environmental Assessment (EA) on October 5, 2016.

It is our understanding that Hydro One Networks Inc. (HON) has identified two sections of underground 115 kilovolt (kV) transmission between Leaside TS and Main TS that are nearing their end-of-life and require replacement and require replacement. This study was aimed at ensuring reliable supply of electricity to the area, and to minimize the risk for future power interruptions. Thus, HON completed a Class Environmental Assessment (EA) to assess the potential environmental effects associated with replacement and upgrades to existing underground transmission infrastructure between the HON's Leaside Transformer Station and Todmorden JCT (0.8km) and between the Lumsden JCT and Main TS (1.5km) in the City of Toronto. HON followed the requirements of the HON **Class Environmental Assessment for Minor Transmission Facilities** (Class EA). Staff understands that construction is planned for 2017-2018.

TRCA has completed the review of the draft EA document and understands that Option 2 is the preferred alternative route. The preferred route will cross Millwood Road, and follow an existing HON transmission right of way along the southwest side Leaside Bridge towards the Todmorden JCT. While staff has no objection in principle to the proposed replacement work, staff is providing the attached technical comments for incorporation into the project as it moves into the next phase. TRCA staff look forward to the opportunity to work with the HON team to address these technical comments and other issues that arise through the design phase in line with our mandate under the **Conservation Authorities Act** as well as based on the HON Memorandum of Understanding with Conservation Ontario.

Staff notes the commitments made in the EPR regarding HON's interest in working with TRCA during the detailed design of the project with respect to issues that relate to TRCA Areas of Interest. Please note that in the absence of the formal permitting process, Crown corporations, such as Metrolinx and other providers have engaged TRCA at the detailed design phase voluntarily. Once HON submits an application for a Voluntary Project Review, TRCA will complete a comprehensive review and provide an opinion as to whether the interests, objectives, and tests of TRCA's permit requirements under Section 28 of the **Conservation Authorities Act** and under **Ontario Regulation 166/06 – TRCA Regulation of Development, Interference**

with Wetlands and Alteration to Shorelines and Watercourses will be satisfied. This includes a review as to whether or not there will be impacts to flooding, erosion, pollution or conservation of land. Voluntary Project Review fees may be charged, and regular TRCA review process and service delivery timelines will be followed. Once TRCA concerns are satisfied, TRCA will issue a Voluntary Project Review Letter confirming that our interests have been met, if implemented as per the submission details provided. Staff is available to discuss this process in detail with HON staff as this EA study progresses.

Please send a copy of the final EA document (1 hard copy and an electronic version) to TRCA when it becomes available. Should you have any questions, please contact me at 416-661-6600 extension 5714 or by email at rafoom-boateng@trca.on.ca.

Yours truly,



Renée Afoom-Boateng, MES, MCIP, RPP
Senior Planner, Environmental Assessment Planning
Planning and Development

Enclosure: Appendix A TRCA comments

BY E-MAIL

City of Toronto Leah Wannamaker, Urban Forestry Planning, (lsevign@toronto.ca)
TRCA: Beth Williston, Associate Director, Environmental Assessment Planning
Arlen Leeming, Project Manager, Don River Watershed

APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS	HYDRO ONE RESPONSE
1.	Table 1-1 – please include TRCA Voluntary Project Review (VPR) process as one of the clearances/approvals that HOI will be obtaining during the detailed design (DD) phase.	
2.	Page 76 and Figure 3-7: Please identify the TRCA floodplain and provide a discussion on flood vulnerability, especially with regards to works at and to the south of the Todmorden JCT on the valley floor. Please note that the construction area around Todmodern JCT area may be susceptible to flooding; thus, there may be a need to develop a flood contingency plan for implementation during the construction period.	
3.	Page 141: Please note that TRCA is not a municipal government agency. We are a provincially mandated agency. Please make the necessary changes to the document.	
4.	<p>Page 111 and 235: staff notes that while there are no PSW's currently identified within the study area, there are several "unevaluated" wetlands. Where evaluation has not occurred, it is prudent to consider these features as significant, or at least potentially significant within an EA.</p> <p>While impacts are not anticipated as part of these works, no further evaluation or assessment is needed. For future works in this area, staff advises that considering these wetlands as potential significant (i.e. potential PSW's) or significant would be the more appropriate approach to impact assessment.</p> <p>Also regarding the Taylor Massey Creek ESA, as the project moves into the DD stage, please assess potential impacts of the construction activities proposed near the Lumsden JCT. Efforts should be taken to reduce impacts to this ESA. Staff will work with HON during the VPR process regarding protection of this feature and restoration if necessary</p>	
5.	Page 111 Fish Habitat: Please note that the Lower Don River, as well as the lower portions of the East and West Don subwatersheds support habitat for migratory fish as well as resident fish.	
6.	Page 196 Construction Phase: Staff notes that HON has a typical standard for construction of temporary access roads; however TRCA recommends that HON explore alternative construction access options in areas where conditions or ecological sensitivities warrant a more considered approach to reduce impacts. Areas of concern are steep slopes, woodlands and wetlands. The design of temporary access routes will need to be addressed at detailed design; staff is looking forward to working with HOI regarding these impacts.	

ITEM	TRCA COMMENTS	HYDRO ONE RESPONSE
	<p>Also with regards to construction sequencing and phasing, please explore options that will help reduce areas of impacts/disturbance particularly along the unnamed watercourse along Millwood roadway and along the slopes from the trail to the roadway (proposed construction access). We strongly recommend construction staging options that minimizes impacts to these natural features and erosion hazards.</p> <p>Post construction restoration options should be provided for TRCA review, particularly regarding the (access and laydown areas) erosion hazards and natural features. The expectation is that the site will be left in a better condition following construction.</p>	
7.	<p>Please note regarding Post EA phase (Page 197):</p> <ul style="list-style-type: none"> a. Efforts should be taken to manage and address surficial and groundwater dewatering along the construction area (near Millwood). With regards to dewatering, please consider potential for surficial erosion, groundwater seepage, and manage construction discharges to steep slopes needs to be avoided. Please provide details regarding how construction will occur while managing these environmental issues and protecting the features that should remain on site – through the preparation and implementation of an erosion and sediment control plan, in consultation with TRCA, as noted in the EA. b. With regards to trench backfilling, it is noted that trenches will be backfilled to grade with “thermal fill”. Where restoration is proposed, there is a need to restore the soil layer to support vegetation. Please consult TRCA staff regarding this component during the detailed design c. With regards to site restoration, it is noted that “seeding with native species..” will occur. However, we recommend that site restoration include woody species (trees and shrubs) wherever possible as well, along with progressive site stabilization to control erosion to the extent possible. Shrub planting is identified as part of the restoration within the 3m easement on page 227, which is supported by TRCA. Planting of trees to off-set removals will need to be considered at detailed design, primarily outside of any Hydro One easements to ensure they will be free to grow. 	
8.	<p>Table 7-1: with regards to residual effects on woodlands, SAR and wildlife habitat, staff suggest that there may be a long-term loss of snags and cavity trees as a result of this project, given the access needs and health and safety requirements for works on the ravine slope between the Leaside TS and the Todmorden JCT. The extent of removals will not be fully understood until detailed design stage. Thus, HON should make provision in the contract documentation to will ensure document of the removals at the DD stage. As these removals will feed into the development of site restoration and possible off—site vegetation/feature compensation.</p> <p>Staff notes that HON is proposing to implement a Leaside to Main Biodiversity Initiative. Please note that although TRCA and Urban Forestry may be interested in these details, particularly regarding</p>	

ITEM	TRCA COMMENTS	HYDRO ONE RESPONSE
	<p>identifying opportunities to implement the initiative within the construction area, it is important to note that this initiative does not replace site restoration and or offsite compensation for vegetation that cannot be replanted within the right of way.</p> <p>TRCA restoration services division may be able to assist HON with onsite restoration or offsite compensation. We suggest that any residual effects in this regard could be addressed through the Biodiversity Initiative.</p>	
9.	Staff notes the recreational amenities (trail system) that could be impacted during construction. Efforts should be taken to keep these features open during construction.	
10.	Please provide TRCA with geotechnical information when it becomes available – particular regarding the existing slopes along proposed open cut route. Staff will be interested in the restoration of the slopes once the replacement work is done, including the area around the unnamed watercourse	
11.	As discussed at previous meetings and discussions, the preferred alternative will occur within TRCA regulated areas, for the DD stage, please download a VPR application form at http://www.trca.on.ca/dotAsset/199329.pdf .	
12.	Please provide a design brief with once a detailed design consultant is on board, that identifies commitments made during the EA with respect to TRCAs Areas of Interest and explain how these commitments have been fulfilled in the detailed design submissions.	
13.	<p>When submitting the VPR package, please include the following information:</p> <ul style="list-style-type: none"> a. Construction schedule; b. Plan and profile of erosion and sediment controls and ensure they are designed in accordance with the Erosion and Sediment Control Guidelines for Urban Construction - December 2006 (www.sustainabletechnologies.ca); c. Tree and Vegetation protection measures; d. Stockpiling areas and construction limits; e. Site access, including typical cross-sections of existing and proposed grades; f. Dewatering and unwatering plans, showing how groundwater and surface water from the work area will be treated prior to release to the natural environment, if required; g. Restoration planting details and schedule. 	
14.	<p>As discussed with the HON team, the proposed works will impact TRCA property, both temporary or permanently.</p> <p>Staff understands that HON has initiated the TRCA Archaeological Assessment for TRCA property. Staff will continue to work with HON on this component of the project.</p>	

ITEM	TRCA COMMENTS	HYDRO ONE RESPONSE
15.	<p>Please ensure that vegetation protection is implemented in line with City of Toronto Tree Protection Policy and Specifications for construction near trees.</p> <p>As mentioned in previous discussions, our preference is to stage works in such a way to minimize the amount of disturbed areas at a given time. Temporary site restoration should be incorporated into the construction staging and sequencing process to the extent possible.</p> <p>As noted in previous discussions, TRCA may seek further compensation for all vegetation losses that cannot be replanted back into the right of way. The removals plan will be used to determine compensation required for losses and damages. Please ensure removals plan show species and quantity of vegetation removed and where they will be removed.</p> <p>On average TRCA recommends a minimum compensation ratio of 3:1 for every specimen removed, the details can be worked out with City of Toronto Urban Forestry during the detailed design phase.</p>	
16.	<p>Staffs notes and commends the efforts to coordinate construction with Toronto Hydro, this approach will help minimize the overall impacts of the project on the existing natural heritage system.</p>	

TRCA Comments	Hydro One Response
<p>1. Table 1-1 – please include TRCA Voluntary Project Review (VPR) process as one of the clearances/approvals that HOI will be obtaining during the detailed design (DD) phase.</p>	<p>We will include VPR in Table 1-1 of the final ESR.</p>
<p>2. Page 76 and Figure 3-7: Please identify the TRCA floodplain and provide a discussion on flood vulnerability, especially with regards to works at and to the south of the Todmorden JCT on the valley floor. Please note that the construction area around Todmodern JCT area may be susceptible to flooding; thus, there may be a need to develop a flood contingency plan for implementation during the construction period.</p>	<p>Hydro One will identify the TRCA floodplain area on Figure 3.7.</p> <p>A brief response regarding work within floodplain areas can be found in Table 4-3. We will add some additional detail to Section 7.7.3 (Potential Environmental Effects and Mitigation – Surface Water Resources).</p> <p>Hydro One is aware that work at Todmorden Jct, and part of the new underground cables between Todmorden JCT and Leaside TS, will occur within TRCA-identified floodplain areas of the Don River. Hydro One will ensure that the construction contractor, once selected, is aware of the risks associated with working within a floodplain area, and that certain mitigation and contingency measures are implemented as appropriate.</p> <p>Management of work within the floodplain will likely involve measures such as the following, although more information will be provided to TRCA staff when a contractor has been selected and more detailed plans for construction have been developed:</p> <ul style="list-style-type: none"> - Timing work within floodplain areas to drier seasons. Hydro One will make best efforts to ensure that construction work within floodplain areas is timed such that the work occurs within dry or frozen conditions (e.g., winter or the height of summer) to the extent feasible. - Limiting the material to be stored near Todmorden JCT. The primary construction storage and laydown area will be located just north of Leaside TS, well away from the identified floodplain areas. Any storage of materials near Todmorden JCT will primarily be short-term (e.g., materials expected to be used imminently). Additionally, liquid chemicals (fuel, lubricants, etc.) will not be stored within floodplain areas. - Construction monitors will regularly review upcoming weather forecasts during construction and will make daily adjustments and preparations as required. - Vehicle and equipment refueling will generally not be conducted within 100 m of waterbodies, where feasible. If refueling is required within 100 m of a waterbody (e.g., emergency refueling or for less mobile equipment such as excavators), special mitigation measures (e.g., mobile spill containment) will be employed as necessary. - Installation and maintenance of sediment controls (e.g., silt fence) around the downgradient perimeter of all work and temporary access within floodplain areas.

<p>3. Page 141: Please note that TRCA is not a municipal government agency. We are a provincially mandated agency. Please make the necessary changes to the document.</p>	<p>We will make this change in the ESR.</p>
<p>4. Page 111 and 235: staff notes that while there are no PSW's currently identified within the study area, there are several "unevaluated" wetlands. Where evaluation has not occurred, it is prudent to consider these features as significant, or at least potentially significant within an EA.</p> <p>While impacts are not anticipated as part of these works, no further evaluation or assessment is needed. For future works in this area, staff advises that considering these wetlands as potential significant (i.e. potential PSW's) or significant would be the more appropriate approach to impact assessment.</p> <p>Also regarding the Taylor Massey Creek ESA, as the project moves into the DD stage, please assess potential impacts of the construction activities proposed near the Lumsden JCT. Efforts should be taken to reduce impacts to this ESA. Staff will work with HON during the VPR process regarding protection of this feature and restoration if necessary.</p>	<p>Hydro One will clarify in Section 3.7.5 that the majority of wetland identified in the study area are have not been evaluated using SOWES, and may have potential to be classified as significant. Section 3.7.5 does describe these wetlands briefly and notes that the majority are small perched wetlands or of anthropogenic origin (i.e., dug pond) and are located in areas of significant human disturbance. The wetlands identified within the study area are not located in proximity to the underground cable work and therefore no adverse effects are anticipated at this time.</p> <p>Hydro One is aware of the presence of the Taylor Creek ESA that lies just north of Lumsden JCT and the existing overhead transmission corridor in Taylor Creek Park. Underground cable work and associated temporary construction access and laydown areas will not occur within this ESA. Hydro One will work with the selected contractor to ensure that construction work, access and laydown areas (particularly in proximity to Lumsden Jct) are kept away from the ESA boundaries to the extent practical.</p> <p>Hydro One will also ensure that mitigation measures are employed during construction to ensure that any potential indirect adverse effects will not occur or effect the Taylor Massey Creek ESA. Such measures are documented in Section 7.7 of the ESR. Hydro One will review the construction plans (including temporary laydown and access areas, and environmental mitigation measures) with TRCA prior to mobilization of construction crews to the Lumsden JCT area.</p>
<p>5. Page 111 Fish Habitat: Please note that the Lower Don River, as well as the lower portions of the East and West Don subwatersheds support habitat for migratory fish as well as resident fish.</p>	<p>This will be noted in the final ESR</p>
<p>6. Page 196 Construction Phase: Staff notes that HON has a typical standard for construction of temporary access roads; however TRCA recommends that HON explore alternative construction access options in areas where conditions or ecological sensitivities warrant a more considered approach to reduce impacts. Areas of concern are steep slopes, woodlands and wetlands. The design of temporary access routes will need to be addressed at detailed design; staff is looking forward to working with HOI regarding these impacts.</p> <p>Also with regards to construction sequencing and</p>	<p>In our experience, Hydro One's standard design for temporary construction access roads (crushed stone overlain on a geotextile membrane) performs well in a variety of environments, including slopes and wetlands. The stone layer ensures stability and the geotextile membrane helps to alleviate soil compaction and facilitates quick cleanup and restoration.</p> <p>However, once a construction contractor has been selected and more detailed information on construction strategies and equipment is available, we would be amenable to exploring and discussing potential alternative access strategies and temporary road designs if any are deemed to be potentially feasible. Hydro One will also keep TRCA updated as we progress towards finalizing the construction schedule and sequencing/staging of work areas.</p>

<p>phasing, please explore options that will help reduce areas of impacts/disturbance particularly along the unnamed watercourse along Millwood roadway and along the slopes from the trail to the roadway (proposed construction access). We strongly recommend construction staging options that minimizes impacts to these natural features and erosion hazards.</p> <p>Post construction restoration options should be provided for TRCA review, particularly regarding the (access and laydown areas) erosion hazards and natural features. The expectation is that the site will be left in a better condition following construction.</p>	<p>Hydro One will share site restoration plans with TRCA as we approach construction. We will seek opportunities to improve the site from existing conditions where possible.</p>
<p>7. Please note regarding Post EA phase (Page 197):</p> <p>a. Efforts should be taken to manage and address surficial and groundwater dewatering along the construction area (near Millwood). With regards to dewatering, please consider potential for surficial erosion, groundwater seepage, and manage construction discharges to steep slopes needs to be avoided. Please provide details regarding how construction will occur while managing these environmental issues and protecting the features that should remain on site – through the preparation and implementation of an erosion and sediment control plan, in consultation with TRCA, as noted in the EA.</p> <p>b. With regards to trench backfilling, it is noted that trenches will be backfilled to grade with “thermal fill”. Where restoration is proposed, there is a need to restore the soil layer to support vegetation. Please consult TRCA staff regarding this component during the detailed design</p> <p>c. With regards to site restoration, it is noted that “seeding with native species..” will occur. However, we recommend that site restoration include woody species (trees and shrubs) wherever possible as well, along with progressive site stabilization to control erosion to the extent possible. Shrub planting is identified as part of the restoration within the 3m easement on page 227, which is supported by TRCA. Planting of trees to off-set removals will need to be considered at detailed design, primarily outside of any Hydro One easements to ensure they will be free to grow.</p>	<p>a. Hydro One will ensure that water is managed according to all applicable regulations and best practices. Due to the relatively shallow depth of excavation (approximately 2 m BGS), and the fact that the cable ducts will be generally installed in sections, Hydro One does not anticipate that significant groundwater dewatering will be required during construction of the duct banks. However Hydro One does recognize that some groundwater and precipitation/surface water may need to be removed from the trench during construction and returned to the environment in an acceptable manner. Construction water will not be discharged directly to water courses, but will instead be passed through a filter bag or similar material (to remove any suspended sediment as well as disperse the outflow energy and reduce potential channeling). Water will be discharged to vegetated areas where possible, away from steep slopes and areas identified as having known or potential erosion concerns.</p> <p>b. The thermal backfill mentioned in the ESR consists of limestone chips/screenings. The thermal backfill can be overlain by a thin topsoil layer to support restorative plantings (seed mixes and/or small shrubs).</p> <p>c. Shrub plantings along the overhead ROW can be undertaken as part of site restoration, provided that species used are compatible with the overhead transmission lines (do not encroach upon line clearances at maturity) and do not unreasonably impede access to the existing towers (e.g., have large thorns or form dense thickets). Small shrubs can be planted along the duct bank route, but not directly at joint bay/manhole sections of the duct bank. Tree species are typically incompatible with overhead transmission lines but can be considered for site restoration in areas where they will not encroach upon overhead infrastructure.</p>

	<p>Tree plantings will be undertaken to offset any tree removals, either through the City of Toronto permit and review process or through the Biodiversity Initiative that will be implemented for this project.</p>
<p>8. Table 7-1: with regards to residual effects on woodlands, SAR and wildlife habitat, staff suggest that there may be a long-term loss of snags and cavity trees as a result of this project, given the access needs and health and safety requirements for works on the ravine slope between the Leaside TS and the Todmorden JCT. The extent of removals will not be fully understood until detailed design stage. Thus, HON should make provision in the contract documentation to will ensure document of the removals at the DD stage. As these removals will feed into the development of site restoration and possible off—site vegetation/feature compensation.</p> <p>Staff notes that HON is proposing to implement a Leaside to Main Biodiversity Initiative. Please note that although TRCA and Urban Forestry may be interested in these details, particularly regarding identifying opportunities to implement the initiative within the construction area, it is important to note that this initiative does not replace site restoration and or offsite compensation for vegetation that cannot be replanted within the right of way.</p> <p>TRCA restoration services division may be able to assist HON with onsite restoration or offsite compensation. We suggest that any residual effects in this regard could be addressed through the Biodiversity Initiative.</p>	<p>Hydro One has committed to undertaking a tree inventory by a certified (ISA) arborist during the detailed design phase of the project. This assessment will consider adverse effects of the construction work and will include the identification of any cavity trees that will need to be removed. Once completed, Hydro One will share the arborist’s report with the TRCA and City of Toronto (RNFP) staff.</p> <p>Hydro One understands TRCA’s comment regarding the Biodiversity Initiative, and agrees that its purpose is not to take the place of diligent planning and construction monitoring. Hydro One believes that mitigation follows a hierarchy or process along the following steps:</p> <ol style="list-style-type: none"> 1. Identify natural resources and how they may be affected by the work; 2. Avoid adverse effects to natural resources, where feasible; 3. Mitigate adverse effects to natural resources to minimize any disturbance caused by the work; 4. Restore any affected areas to their pre-existing conditions (or better, if practicable) 5. Compensate for any adverse residual net effects to natural resources, that cannot feasibly be avoided, mitigated or restored. <p>The Biodiversity Initiative falls under Step 5 (Compensate) in the hierarchy above; it is not intended to replace Steps 1 and 2 (which are typically achieved during the EA and project planning phase) or Steps 3 and 4 (achieved during and post-construction). For this reason, Biodiversity Initiatives are often not initiated until later in the project timeline (during or near the end of construction), after Steps 1 – 4 have been implemented. The Biodiversity Initiative is Hydro One’s means of compensating for permanent/long-term residual net effects of a project, such as the removal of mature vegetation that cannot be restored to the site following construction.</p> <p>Hydro One will share preliminary site restoration plans, when complete, with TRCA staff and can discuss potential involvement of TRCA Restoration Services closer to construction.</p> <p>For the Biodiversity Initiative, Hydro One typically invites a wide variety of potential partners to participate and submit habitat creation opportunities; past partners have included Conservation Authorities, Municipalities, First Nations and Métis communities and environmental interest groups. Hydro One welcomes and encourages TRCA’s participation in the Leaside x Main Biodiversity Initiative.</p>

<p>9. Staff notes the recreational amenities (trail system) that could be impacted during construction. Efforts should be taken to keep these features open during construction.</p>	<p>Hydro One will work to ensure that trails remain open during construction to the extent practicable (i.e., where this can be safely achieved). For example, Hydro One will implement a “double gate” crossing system for trails that cross temporary access roads, such that trails are blocked only when the road is in use by construction vehicles or equipment.</p> <p>Some access may be temporarily disrupted during construction, in order to maintain public safety around work areas.</p>
<p>10. Please provide TRCA with geotechnical information when it becomes available – particular regarding the existing slopes along proposed open cut route. Staff will be interested in the restoration of the slopes once the replacement work is done, including the area around the unnamed watercourse.</p>	<p>Hydro One has recently had a preliminary slope stability assessment conducted to gain further insight into the existing conditions on the slope, including any areas of confirmed or potential slope instability and/or erosion concern, and a review of existing geotechnical information. This study will be used to inform further study during detailed design (as required) and construction planning, including areas to avoid and potential mitigation measures during construction and post-construction restoration. A copy of the preliminary slope assessment is attached for your review.</p> <p>When a contractor is selected, they may determine that additional study is required during the detailed design phase. Hydro One will ensure that TRCA is kept aware and is provided with copies of any additional geotechnical and/or slope stability studies that may be undertaken by the contractor during detailed design.</p> <p>Hydro One will review restoration plans with TRCA staff as they are developed.</p>
<p>11. As discussed at previous meetings and discussions, the preferred alternative will occur within TRCA regulated areas, for the DD stage, please download a VPR application form at http://www.trca.on.ca/dotAsset/199329.pdf.</p>	<p>Hydro One will follow the TRCA’s VPR process for the portions of the preferred route which occur within TRCA regulated areas.</p>
<p>12. Please provide a design brief with once a detailed design consultant is on board, that identifies commitments made during the EA with respect to TRCAs Areas of Interest and explain how these commitments have been fulfilled in the detailed design submissions.</p>	<p>When a contractor has been selected and detailed design and construction planning is completed, Hydro One will share these plans with TRCA along with a list of environmental commitments made, how they have been addressed, and how they relate to the TRCA’s Areas of Interest.</p>
<p>13. When submitting the VPR package, please include the following information:</p> <ul style="list-style-type: none"> a. Construction schedule; b. Plan and profile of erosion and sediment controls and ensure they are designed in accordance with the Erosion and Sediment Control Guidelines for Urban Construction - December 2006 (www.sustainabletechnologies.ca); c. Tree and Vegetation protection measures; d. Stockpiling areas and construction limits; e. Site access, including typical cross-sections of existing and proposed grades; 	<p>Hydro One will provide this information as part of the VPR process, as it is determined with the selected construction contractor.</p>

<p>f. Dewatering and unwatering plans, showing how groundwater and surface water from the work area will be treated prior to release to the natural environment, if required;</p> <p>g. Restoration planting details and schedule.</p>	
<p>14. As discussed with the HON team, the proposed works will impact TRCA property, both temporary or permanently.</p> <p>Staff understands that HON has initiated the TRCA Archaeological Assessment for TRCA property. Staff will continue to work with HON on this component of the project.</p>	<p>Hydro One has worked with TRCA to undertake Stage 2 archaeological assessment of TRCA lands that may be affected by the underground cable replacements. TRCA has not yet provided a final Stage 2 Archaeological Assessment Report although Hydro One received an email on January 5, 2017 from the MTCS confirming that the TRCA Stage 2 Report has been accepted. TRCA did provide Hydro One with a brief summary of the stage 2 survey and confirmed that although one small quartz flake was identified, TRCA staff had no further concerns regarding archaeological resources for the area in question.</p> <p>Hydro One has also retained Timmins-Martelle Heritage Consultants to conduct a stage 2 Archaeological survey on non-TRCA lands that may be affected by underground cable construction activities. No archaeological resources were identified and the MTCS has provided a Letter of Acceptance for TMHC's Stage 2 Archaeological Assessment.</p> <p>Further detail on archaeological resources within the Project study area can be found in Section 3.3 of the ESR.</p>
<p>15. Please ensure that vegetation protection is implemented in line with City of Toronto Tree Protection Policy and Specifications for construction near trees.</p> <p>As mentioned in previous discussions, our preference is to stage works in such a way to minimize the amount of disturbed areas at a given time. Temporary site restoration should be incorporated into the construction staging and sequencing process to the extent possible.</p> <p>As noted in previous discussions, TRCA may seek further compensation for all vegetation losses that cannot be replanted back into the right of way. The removals plan will be used to determine compensation required for losses and damages. Please ensure removals plan show species and quantity of vegetation removed and where they will be removed.</p> <p>On average TRCA recommends a minimum compensation ratio of 3:1 for every specimen removed, the details can be worked out with City of Toronto Urban Forestry during the detailed design phase.</p>	<p>Hydro One will follow City of Toronto Tree Protection guidelines for construction near trees.</p> <p>Temporary erosion controls will be employed as required throughout construction.</p> <p>Compensatory plantings and habitat creation/enhancement to offset any residual net effects of the Project will be implemented through the Leaside x Main Biodiversity Initiative (see Hydro One's response to TRCA Comment #8). The size and scope of the Biodiversity Initiative will be informed by the arborist's report and tree removal plan to quantify the extent of residual net effects to the natural environment caused by the Project. Hydro One agrees that a minimum offset ratio of 3:1 is appropriate.</p>
<p>16. Staffs notes and commends the efforts to</p>	<p>Hydro One thanks TRCA for their support in this endeavor.</p>

<p>coordinate construction with Toronto Hydro, this approach will help minimize the overall impacts of the project on the existing natural heritage system.</p>	<p>Hydro One and Toronto Hydro have so far been successful in coordinating their construction efforts along Millwood Rd. and to date this coordination of work appears to be successful with regards to reducing adverse effects to both traffic disruption and roadside vegetation.</p>
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<p>TRCA Additional Comments (received December 7, 2016)</p>	<p>Hydro One Response</p>
<p>1. Since the proposed option runs through a steep valley with the risk of erosion and slope instability, we recommend a slope stability study at the detailed design stage in support of the proposed alignment to address potential long term erosion hazard risks. If the study reveals that there are erosion hazard risks, appropriate stabilization should be designed by geotechnical engineer to mitigate this risk. The findings and all engineering reports, design briefs and drawings for the slope stabilization/remediation should be prepared in the detailed design stage and submitted, signed and sealed by Licensed Professional Engineer.</p>	<p>Hydro One has recently had a preliminary slope stability assessment conducted to gain further insight into the existing conditions on the slope, including any areas of confirmed or potential slope instability and/or erosion concern, and a review of existing geotechnical information. This study will be used to inform further study during detailed design (as required) and construction planning, including areas to avoid and potential mitigation measures during construction and post-construction restoration. A copy of the preliminary slope assessment is attached for your review.</p> <p>When a contractor is selected, they may determine that additional study is required during the detailed design phase. Hydro One will ensure that TRCA is kept aware and is provided with copies of any additional geotechnical and/or slope stability studies that may be undertaken by the contractor during detailed design.</p>
<p>2. The cross-sections should be prepared along the alignment where it runs through the valleys. The cut and fill required at each cross-section should be also shown with respect to the existing ground. Further, stability assessment should be undertaken by a geotechnical engineer to ensure the long-term stability along the alignment.</p>	<p>Cross sections of the cable duct bank are expected to be created during the detailed design phase, once a contractor has been selected.</p> <p>Hydro One has recently had a preliminary slope stability assessment conducted to gain further insight into the existing conditions on the slope, including any areas of confirmed or potential slope instability and/or erosion concern, and a review of existing geotechnical information. This study will be used to inform further study during detailed design (as required) and construction planning, including areas to avoid and potential mitigation measures during construction and post-construction restoration. A copy of the preliminary slope assessment is attached for your review.</p>
<p>3. Please illustrate the method of installation for underground lines including the cross-section details on a site plan. If the trenchless technology is selected for the installation, the design of the trenchless installation should also be completed by the specialty contractor to ensure that the surrounding ground or banks/slopes are</p>	<p>Construction plans and trench cross-sections will be discussed with TRCA staff following contractor selection and detailed design.</p> <p>Currently it is not anticipated that trenchless technology (push-pipe or directional drilling/micro-tunneling) will be used to construct the new duct bank. Hydro One considered these work methods during the Class EA and they were not selected primarily due to technical limitations (e.g., larger disturbance that</p>

<p>not negatively impacted.</p>	<p>would be required at either end of the duct). Further detail can be found in Chapter 5 of the Environmental Study Report. At this time it is expected that duct banks will be installed using an open-trench construction method. Hydro One will keep TRCA informed as additional information on construction methods becomes available (i.e., once a contractor has been selected and detailed design has been initiated).</p>
<p>4. Staff notes that there are temporary accesses proposed as part of the project. The temporary crossings should be designed so that they do not destabilize the banks/slopes or adversely impact the surround area. The details of such temporary access should be provided when available. As part of TRCA VPR review, please provide details of the cross-sections showing the type of crossing, grading as a result of the crossing with respect to the original ground, and the setback from the top of bank wherever possible.</p>	<p>Temporary construction access will be required to construct the underground cable duct banks, in areas where existing access roads/trails do not currently exist.</p> <p>Once a construction contractor has been selected and more detailed information on construction strategies and equipment is available, potential access strategies and locations will be designed. These plans can be reviewed with TRCA staff when they have been developed.</p>
<p>5. Please ensure that the earthworks proposed are specified at the detailed design stage in the form of the cross-sections along the alignment and also on the site plan. The geotechnical assessment should be undertaken to ensure that the earthwork remains stable in long-term and does not destabilize the slopes and/or surrounding area.</p>	<p>See above response to additional TRCA comment #2.</p>
<p>6. Please ensure that all engineering drawings prepared at the detailed design stage in support of the different elements of the proposed undertaking and submitted as signed and sealed by Licensed Professional Engineer.</p>	<p>Engineering drawings will be stamped by a licensed Professional Engineer.</p>

APPENDIX C4

MUNICIPAL GOVERNMENT REPRESENTATIVES AND AGENCIES

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Leaside to Main Infrastructure Refurbishment Project
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Neil	Arcot	System Planning - Central	500 Commissioners Street	Toronto,	ON	M4M 1B4	narcot@torontohydro.com	T: 416-542-3100 ext. 30244 C: 647-302-8371
Bojan	Grabovac	System Planning - Central	500 Commissioners Street	Toronto,	ON	M4M 1B4	bgrabovac@torontohydro.com	-
Shawn	Li	System Planning - Central	500 Commissioners Street	Toronto,	ON	M4M 1B4	sli@torontohydro.com	-
Toronto Transit Commission (TTC)								
David	Nagler	Engineering, Construction & Expansion	1900 Yonge Street	Toronto	ON	M4S 1Z2	david.nagler@ttc.ca	416-397-8887
Emily	Assuncao	Subway Transportation	-	Toronto	ON	-	Emily.assuncao@ttc.ca	416-393-3302
Kirpal	Parhar	Subway Transportation	-	Toronto	ON	-	Kirpal.parhar@ttc.ca	416-338-6393
Jacqueline	Darwood	Strategy and Service Planning	-	Toronto	ON	-	jacqueline.darwood@ttc.ca	-
Ryan	Jenik	Subway Infrastructure	-	Toronto	ON	-	ryan.jenik@ttc.ca	416-802-8216

Note: “-“ = specific contact information not available.

RECORD OF CONSULTATION

Municipal Government Officials and Agencies

Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
City of Toronto - City Council				
November 20, 2015	Email (Sent)	City Councillors for Wards 29, 31, 32, 26	Stephanie Hodson (Hydro One)	Hydro One emailed the four local Councillors of the City of Toronto, informing them that Hydro One will begin a Class EA in early 2016 for the proposed project. Hydro One provided a brief overview of the proposed project and a map of the main project area. Hydro One inquired if the Councillors have availability to meet between December 2 and 18, 2015 to gather their input regarding Hydro One's strategy for public engagement.
November 20, 2015	Email (Sent)	Angela Glor	Stephanie Hodson (Hydro One)	Hydro One exchanged emails during the week of November 20, 2015 with the office of a City Councillor to arrange a meeting to discuss the proposed project. Hydro One and the Councillor arranged to meet on December 17, 2015.
November 23, 2015	Email (Received)	City Council, Ward 29	Stephanie Hodson (Hydro One)	Hydro One exchanged emails with the office of a City Councillor to arrange a meeting to discuss the proposed project. Hydro One and the Councillor arranged to meet on December 15, 2015.
November 25, 2015	Email (Received)	City Council, Ward 32	Stephanie Hodson (Hydro One)	Hydro One exchanged emails during the week of November 25, 2015 with the office of a City Councillor to arrange a meeting to discuss the proposed project. Hydro One and the Councillor arranged to meet on December 16, 2015.
December 15, 2015	Meeting	City Councillors for Wards 29, 31, 32, 26	Hydro One: Dima Ostrovsky, Paul Dalmazzi, Farah El Ayoubi, Dana Gardner, and Stephanie Hodson	Hydro One met with each of the four local Councillors of the City of Toronto during the week of December 15, 2015 to discuss the proposed project. The Councillors shared insight on the communities that they represent. The Councillor of Ward 31 expressed a concern regarding garbage around Lumsden JCT and inquired about the status of obtaining an easement on Hydro One property between the power lines and towers east of Lumsden JCT towards Crescent Town. The City Councillors discussed the following: <ul style="list-style-type: none"> - concern regarding traffic disruption on Millwood Road that project construction would cause, especially while Eglinton Avenue is under construction for the Eglinton Crosstown project. It was noted that Millwood Road has been heavily used as an alternate while Eglinton Avenue is under construction; - concerns around bird migration as a result of construction activity; - interest in the construction schedule and interest in knowing whether Hydro One will be coordinating their work with the TTC and other groups; - concern about Main Street north of Danforth Avenue being ripped up again as it was recently repaved; - whether streetcars and traffic lanes would be affected by the proposed project; - whether there will be a loss of power to local residents as a result of the proposed project; - interest in how Hydro One selects contractors for construction projects; - installation of a new Bikeshare station at the southwest corner of Main and Danforth in 2016; - whether sidewalks would still be accessible; and, - that the entrance to Leaside Park along Millwood Road was recently redone and is now wheelchair accessible. It was discussed whether the entrance would be impacted or closed.
December 23, 2015	Email (Sent)	City Councillors for Wards 29, 31, 32, 26	Hydro One: Dana Gardner, Stephanie Hodson	Hydro One emailed the four local Councillors of the City of Toronto to follow-up on the December 15, 2015 meeting between the Councillors and Hydro One. Hydro One requested that the Councillors send the names and contacts for local organizations who may have an interest in the proposed project. Hydro One stated that they are following up on the Ward 31 Councillor's concerns regarding garbage around Lumsden JCT and inquiry on an easement agreement.
January 21, 2016	Email (Sent)	City Council, Ward 31	Stephanie Hodson (Hydro One)	Hydro One emailed a City Councillor of the City of Toronto, thanking the Councillor for meeting with the Hydro One Project Team in December 2015. Hydro One provided a brief summary of the proposed project and invited the Councillor and their staff to attend one of the upcoming PICs scheduled for February 8 and 10, 2016. Hydro One provided a PIC invitation flyer, newspaper advertisement for the Notice of Commencement, introductory project text and a proposed project map as email attachments. Hydro One stated that they appreciate the Councillor's assistance in communicating with community members about the proposed project. Hydro One invited the Councillor to attend the municipal coordination meeting scheduled for the week of February 22, 2016 and requested that the Councillor confirm their attendance. Hydro One stated that they have followed-up with Station Services staff regarding garbage at Lumsden JCT and Station Services stated that they will look into the station. Hydro One stated that Station Services staff inquired if the Councillor would be willing to partner with Hydro One and have some garbage bins installed along the path along the area. Hydro One also stated that they are in the process of following up about the real estate division regarding the Councillor's inquiry on the easement agreement status on Hydro One property between the power lines and towers east of Lumsden JCT towards Crescent Town.
January 21, 2016	Email (Sent)	City Council, Ward 29	Stephanie Hodson (Hydro One)	Hydro One emailed a City Councillor of the City of Toronto, thanking them for meeting with the Hydro One Project Team in December 2015. Hydro One provided a brief summary of the Class EA for the proposed project and invited the Councillor and their staff to attend one of the upcoming PICs scheduled for February 8 and 10, 2016. Hydro One provided a copy of the PIC invitation flyer, newspaper advertisement for the Notice of Commencement, introductory project text and a project map as email attachments that the councillor may wish to use on their website. Hydro One requested that the Councillor identify any local groups that they would like Hydro One to notify and share the information with these contacts if the Councillor is willing. Hydro One invited the Councillor to attend the municipal agencies and stakeholder meeting tentatively scheduled for the week of February 22, 2016 and requested that the Councillor confirm their attendance. Hydro One also provided a project briefing note specific to the Councillor's Ward.
May 16, 2016	Email (Sent)	City Council, Ward 31	Dana Gardner (Hydro One)	Hydro One emailed a City Councillor of the City of Toronto, providing the community "Power Walk" invitation for June 1, 2016. Hydro One attached the invitation that was mailed to residents in the project area which contained further information and a meeting location map. Hydro One stated that interested parties should RSVP by Friday May 27, 2016.

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August 31, 2016	Email (Sent)	City Councillors for Wards 29, 31, 32, 26	Stephanie Hodson (Hydro One)	Hydro One emailed City of Toronto Councillors/representative providing a project update and notifying them that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that they will notify the City of Toronto Councillors in advance of the release of the draft ESR and provide information on the review and comment period dates. Hydro One also provided the summary of the municipal coordination meeting #2 as an email attachment.
September 23, 2016	Email (Sent)	Angela Glor and City Councillors for Wards 29, 31, 32	Stephanie Hodson (Hydro One)	Hydro One emailed City of Toronto Councillors/representative providing a project update and notifying them that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 45-day public review and comment period will be from September 29, 2016 to November 14, 2016 and stated that additional information is found in the attached ad which will be placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers this week. Hydro One stated that City Councillors are welcome to include this in their communications if interested.
September 26, 2016	Email (Received)	City Council, Ward 31	Stephanie Hodson (Hydro One)	Hydro One received an email from a representative of City Council Ward 31 in response to Hydro One's email on September 23, 2016 regarding the draft ESR. The representative stated that the City Councillor will include the invitation for public comment in their next e-blast and website update. The representative expressed interest in receiving more information about the future refurbishment activities in the area as there are many newly designated environmentally sensitive areas in the Taylor-Massey Creek area which could impact any proposed large-scale work as well as many organizations involved in upcoming infrastructure projects in the area.
September 28, 2016	Email (Sent)	City Council, Ward 31	Stephanie Hodson (Hydro One)	Hydro One emailed a representative of City Council Ward 31 in response to their request for more information. Hydro One noted that all infrastructure between Lumsden JCT and Todmorden JCT is being examined to determine any potential opportunities to combine work with the shield wire replacement. Hydro One stated that they are aware of the Taylor Creek ESA and will endeavour to minimize construction effects on the ESA. Hydro One is committed to keeping the Councillor informed once more information is available.

Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
City of Toronto				
January 25, 2016	Email (Sent)	James Parakh & Gregg Lintern (City Planning) Demetrios Chistodoulou (Utility Cut Operations) Jennifer Hyland & Stephen Buckley (Transportation Services) Doodnauth Sharma & Jeffrey Climans (Major Capital Infrastructure Coordination Office [MCIC])	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the first round of PICs (February 8 and 10, 2016) and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Hydro One provided contact information and the project website's link.
January 26, 2016	Email (Sent)	Costanza Alleva (Social Development) Janie Romoff (PFR) Jennifer Keesmaat (City Planning) John Livey & Peter Wallace (City Manager's Office)	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the February 8 and 10, 2016 PICs. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Hydro One provided contact information and the proposed project's website link.
January 26, 2016	Email (Received)	Costanza Alleva (Social Development)	Paul Dalmazzi (Hydro One)	Hydro One received an email stating that their notification email to the City of Toronto was unsuccessful due to delivery problems.
January 27, 2016	Email (Received)	Christine Oldnall (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the Ravines and Natural Features Protection (RNFP) division from the City of Toronto in response to Hydro One's EA notification email on January 26, 2016 and requested that all correspondence be sent to them and their supervisor. The division stated that they will attend the February 8, 2016 PIC to learn more about the project.
January 27, 2016	Email (Received)	Demetrios Chistodoulou (Utility Cut Operations)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the Transportation Services division, in response to Hydro One's project notification email sent on January 26, 2016. The division expressed interest in attending the municipal-level stakeholders meeting to discuss potential coordination with other municipal works and initiatives and requested to be informed of the potential meeting date.
January 27, 2016	Email (Sent)	Jackie DeSouza (Strategic Communications)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the City of Toronto to the February 8 and 10, 2016 PICs and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and map of the proposed project area as email attachments. Hydro One provided their contact information and the proposed project's website link.
January 28, 2016	Email (Sent)	Demetrios Chistodoulou (Utility Cut Operations)	Paul Dalmazzi (Hydro One)	Hydro One responded to the Transportation Services division, stating that the division's staff will be added to the distribution list for the upcoming municipal stakeholders meeting. Hydro One stated that they can provide other information about the project if requested.
February 3, 2016	Email (Received)	Karen Sun (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division, Natural Environment & Community Programs department of the City of Toronto requesting to be added to the project email list and stated that they will try to attend one of the PICs. The department stated that they are working on another project in the project area.

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Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
City of Toronto				
February 4, 2016	Email (Sent)	Karen Sun (PFR)	Paul Dalmazzi (Hydro One)	Hydro One emailed the PFR division, Natural Environment & Community Programs department stating that they will add them to the project mailing list. Hydro One stated that if the department is able to attend one of the PICs, Hydro One would be interested in learning more about the other project the department is involved in.
February 8, 2016	Email (Received)	Karen Sun (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division of the City of Toronto. The PFR division expressed their interest in the construction schedule for the proposed project and inquired about opportunities for trail improvement after construction and if trails could be kept open for public access during construction. The PFR division stated that in their experience, it can be very difficult to close trails in the project area because of heavy use by mountain bikers but the PFR division has some experience that may be useful to Hydro One.
February 9, 2016	Email (Received; Sent; Received)	Doodnauth Sharma (MCIC)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the Major Capital Infrastructure Coordination (MCIC) Office in response to Hydro One's Notice of Commencement email on January 25, 2016. The MCIC Office stated that they have circulated the information internally to their key stakeholders and requested an invite to the municipal stakeholder meeting scheduled for the week of February 22, 2016. Hydro One responded by email at 2:39 p.m. thanking them and stating that they will be added to the distribution list. The MCIC Office responded by email to Hydro One at 2:45 p.m. inquiring if Hydro One would be interested in making a presentation to the Toronto Public Utilities Coordinating Committee for the project.
February 9, 2016	Email (Sent; Received)	Karen Sun (PFR)	Paul Dalmazzi (Hydro One)	Hydro One emailed the PFR division of the City of Toronto. Hydro One stated that they will keep the PFR division updated as the Class EA progresses and towards construction. Hydro One stated that there will be biodiversity and habitat creation work to offset construction effects on natural areas and opportunities for overlap with the PFR division's trail creation initiatives (e.g., planting/seeding, invasive species control) may be available. A separate workshop on this initiative will be scheduled in the future and Hydro One will keep the PFR division updated. Hydro One also stated that a municipal stakeholder meeting is scheduled in the coming weeks and extended an offer of invitation to the PFR division. The PFR division responded by email to Hydro One at 1:40 p.m. requesting to be notified about future stakeholder meetings.
February 9, 2016	Email (Received)	Alex Shevchuk (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division in response to the Notice of Commencement email sent by Hydro One on January 26, 2016. The division stated that they are unable to attend the PICs but would like to be able to review the project and comment on impacts to their division. The division inquired if there will be future meetings and circulation of project details and requested to be included on the project circulation list.
February 9, 2016	Email (Received; Sent)	Kyle Knoeck (City Planning)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City of Toronto, requesting an invitation for a City of Toronto employee for the stakeholder meeting scheduled for the week of February 22, 2016. Hydro One responded by email to the City of Toronto at 2:34 p.m. thanking them and stating that the City of Toronto employee will be added to the distribution list.
February 10, 2016	Email (Sent)	Doodnauth Sharma (MCIC)	Dima Ostrovsky (Hydro One)	Hydro One emailed the MCIC Office in response to their inquiry on February 9, 2016 about presenting to the Toronto Public Utilities Coordinating Committee on the project. Hydro One expressed interest and requested logistical information about the presentation.
February 19, 2016	Email (Sent)	Alex Shevchuk (PFR)	Paul Dalmazzi (Hydro One)	Hydro One emailed the PFR division in response to their email on February 9, 2016. Hydro One stated that they will add the division to the project contact list and will be holding a second set of PICs later in spring 2016 (potentially in May). Hydro One stated that a municipal staff and stakeholder meeting will be held on February 26 and inquired if the division has interest in attending. Hydro One provided a copy of the PIC panels that were on display in an email attachment.
February 22, 2016	Email (Received; Sent; Received)	Alex Shevchuk (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division requesting the details of the February 26, 2016 meeting. The division stated that their group typically leads the review of infrastructure proposals that affect their division's assets. The division inquired about who from PFR have been invited to the meeting. Hydro One responded by email to the division at 3:04 p.m. stating that they will forward the meeting information shortly. Hydro One provided the list of confirmed PFR employees who will be attending the February 26, 2016 meeting. The PFR division responded by email to Hydro One at 3:16 p.m., thanking them.
February 26, 2016	Meeting	Doodnauth Sharma (MCIC) Leah Wannamaker (RNFP) Christine Oldnall & Karen Sun(PFR) Derrick Wong (Community Planning) Demetrios Chistodoulou (Utility Cut Operations)	Paul Dalmazzi (Hydro One)	Hydro One hosted a meeting with municipal-level stakeholders for the project to discuss the potential coordination of project activities with other municipal works and initiatives that are planned in the vicinity of the project. Discussion was framed around a PowerPoint presentation that was provided by Hydro One and discussion focused on the need for the project, the project study area, routing options, routing evaluation criteria, construction considerations, mitigation measures, natural features in the project study area and the biodiversity initiative. Interest was shown by attendees in future municipal-level stakeholder coordination meetings as the project advances through planning and construction.
February 26, 2016	Email (Received)	Derrick Wong (Community Planning)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City of Toronto suggesting that Hydro One contact an employee from the Pedestrian projects department of the City of Toronto and provide the map showing the three prospective options for the infrastructure upgrade.
February 26, 2016	Email (Received)	Mark Van Elsberg (Transportation Services)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the Transportation Services Division stating that they are currently working on another project that involves redesigning the Main Street and Danforth Avenue intersection. The division expressed interest in the proposed project, including coordinating works with Hydro One, and inquired how their project on Main Street would impact the proposed project. The division provided a preliminary sketch of what is proposed for their project and inquired how this will impact the project.

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City of Toronto				
February 29, 2016	Email (Received)	Doodnauth Sharma (MCIC) Garry Boychu (Toronto Water)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the MCIC of the City of Toronto, facilitating an introduction between Hydro One and the Toronto Water. The MCIC requested that the Toronto Water department assist Hydro One with any details and contracts they may need to develop and implement the project to avoid conflict with the Toronto Water projects.
February 29, 2016	Email (Received; Sent; Received)	Jennifer Hyland (Transportation Services)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City of Toronto stating that they have forwarded the Notice of Commencement email to the City of Toronto's EA leads for Transportation as well as the PFR division. The City of Toronto stated that Hydro One should also coordinate with the City of Toronto's capital coordination group who may also be able to circulate Hydro One's request. Hydro One responded by email to the City of Toronto at 4:18 p.m. stating they have indeed send the Notice of Commencement email to multiple departments in the City of Toronto. Hydro One apologized for any confusion. The City of Toronto responded by email to Hydro One at 4:22 p.m. stating that the issue is resolved.
February 29, 2016	Email (Sent; Received; Sent)	Mark Van Elsberg (Transportation Services)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto in response to the City of Toronto's email on February 26, 2016. Hydro One stated that if the City of Toronto's project on Main Street is limited to what is shown on the map that was attached to the email, then Hydro One's project will not be directly overlapping the other project. Hydro One provided project information as email attachments to the City of Toronto (notification letter, notification flyer, project area map and a copy of the panels from the recent Public Info Centre). Hydro One provided a brief summary of the project scope of work and requested to be notified if the City of Toronto has any other questions about the project. The City of Toronto responded by email to Hydro One at 1:17 p.m. with some further questions about the project. Hydro One responded by email to the City of Toronto at 4:04 p.m. showing the location of the transmission cable. Hydro One stated that it overlaps with the yellow areas marked and that Hydro One and the City of Toronto need to discuss this further. Hydro One stated that they should work together and coordinate the work. Hydro One stated that they can meet and talk with the City of Toronto.
March 1, 2016	Email (Sent)	Doodnauth Sharma (MCIC)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto thanking them for the invitation to the Toronto Public Utilities Coordinating Committee meeting on March 2, 2016. Hydro One stated that they will give a similar presentation to what was given on February 26, 2016 and provided the electronic copies of the presentation and handouts for the Toronto Public Utilities Coordinating Committee meeting as email attachments.
March 2, 2016	Email (Sent)	Doodnauth Sharma (MCIC) Luis de Jesus (E&CS)	Paul Dalmazzi (Hydro One)	Hydro One emailed the MCIC of the City of Toronto, thanking MCIC for the introduction. Hydro One stated that their underground cable design engineer will be in contact with them shortly with a few questions and information.
March 2, 2016	Meeting	Doodnauth Sharma (MCIC)	Paul Dalmazzi (Hydro One)	Hydro One had a meeting with the Toronto Public Utilities Coordinating Committee and discussed the proposed project.
March 7, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department of City of Toronto, providing their comments based on municipal stakeholder meeting held on February 26, 2016. The RNFP inquired about a site visit and requested that the TPRR be notified when/if option 1 or 3 is selected. The RNFP discussed an application for tree removals or injuries and the need for an arborist report by a certified arborist. The RNFP provided the Tree Protection Policy and Specifications for Construction Near Trees document as an email attachment. The RNFP also requested information as to how the temporary access road will be built and inquired how Hydro One will address any proposed tree removals or injuries. The RNFP recommended carrying out construction under frozen ground conditions as there is lower potential for adverse effects on vegetation. Regarding environmental mitigation, the RNFP stated that they would require a permit for any removals and/or injuries. The RNFP provided a permit checklist as an email attachment for Hydro One's reference. The RNFP requested that Hydro One submit the permit with as much notice as possible. The RNFP noted that City of Toronto Urban Forestry's Natural Resource Management department may be interested in carrying out required replanting and stewardship and requested that Hydro One contact that department when Hydro One has reached that stage of the proposed project.
March 29, 2016	Email (Received)	Justin Fiorini (Transportation Services)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the Transportation Services division, which provided information on the construction schedule of their project along Stephenson Avenue and inquired about the proposed project schedule.
April 5, 2016	Email (Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed the RNFP department in response to their email on March 7, 2016. Hydro One answered the questions posed by the RNFP and stated that they can arrange a meeting or teleconference between the two parties if the RNFP has further questions to discuss. Hydro One proposed a site visit for the second week of May 2016 and inquired about the availability of the RNFP during that time. Upon selection of the preferred route, Hydro One noted it would issue invitations to the second round of PICs for the proposed project to the RNFP and other City contacts. In Hydro One's experience, certified arborist reports are not typically conducted until the post-EA phase. A certified arborist will conduct an assessment, if necessary, once the preferred route is selected and more information on construction methods and access plans are available. Hydro One stated that Golder has been retained to undertake biological surveys, and the information obtained via the surveys will be used to evaluate the potential routes for the new underground cable from Leaside TS to Todmorden JCT. Given that both City staff and the TRCA have expressed a desire to retain and protect trees to the extent possible, Hydro One noted that the evaluation criteria will be weighted to reflect this. Hydro One stated that adverse effects to the natural environment that cannot be entirely avoided or mitigated will be compensated by the biodiversity initiative. Hydro One also stated that during construction, mitigation for erosion along slopes will be undertaken and areas affected by construction work will be restored (e.g., by seeding with compatible native species). Hydro One also addressed the temporary access roads and laydown areas that will be used during construction. Hydro One stated that they will follow the appropriate process for trees that do require removal for the proposed project and will initiate the permitting process as soon as possible. Hydro One also thanked RNFP for referring them to the Natural Resource Management department and noted that this department will be kept in mind as they progress through the Class EA and construction.

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City of Toronto				
April 6, 2016	Email (Received; Sent; Received)	Justin Fiorini (Transportation Services)	Dana Gardner (Hydro One)	<p>Hydro One received an email stating that the City of Toronto currently has road reconstruction of Stephenson Avenue scheduled in 2019; however due, to the current state of the road, they are looking to accelerate the project. The Transportation Services division stated that according to Major Capital Infrastructure Coordination records, Toronto Hydro will be working along Stephenson Avenue from 2016 to 2018 for replacement of existing transmission infrastructure. The Transportation Services division requested confirmation that this information is correct or if this work will be completed sooner so that reconstruction on Stephenson Avenue can be accelerated. The Transportation Services division stated that they have attempted to contact another Hydro One employee on March 29, 2016 but have not yet received a response.</p> <p>Hydro One responded by email at 2:03 p.m. providing some detail on the project scope and stated that the proposed project will not involve any trenching or road cutting further along Stephenson Avenue.</p> <p>The Transportation Services division responded by email at 4:03 p.m. stating that based on the MCIC website and the screen shot attached to the email, Hydro One will be working on Stephenson Avenue (Westlake Avenue to Main Street) from 2016 to 2018. The Transportation Services division requested confirmation of the project duration submitted to MCIC and stated that if there are any changes, to please resubmit the schedule to the MCIC. The Transportation Services division stated that although Hydro One's project will be only on a small section of Stephenson Avenue, the Transportation Services division will be unable to reconstruct the road at the same time due to work zone conflict.</p>
April 7, 2016	Email (Sent)	Justin Fiorini (Transportation Services)	Dana Gardner (Hydro One)	Hydro One emailed the Transportation Services division of the City of Toronto in response to their email inquiry on April 6, 2016, and stated that the EA for the proposed project is not yet complete but the expected duration of construction of the proposed project is between 2017 and 2018.
April 19, 2016	Email (Sent)	Alex Shevchuk, Cara Webster, Christine Oldnall, Daniel Boven and Karen Sun (PFR) Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders from the TRCA and the City of Toronto and proposed to schedule a site visit and walk of the area in between Leaside TS and Todmorden JCT where Hydro One will be undertaking an evaluation and selection of a route for the new 115 kV underground cable. Hydro One proposed meeting on May 11, 2016 and requested confirmation from the stakeholders that this date is acceptable. Hydro One stated that the email can be forwarded to anyone who might have been accidentally omitted from the email.
April 27, 2016	Email (Sent)	Alex Shevchuk (PFR)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto stating that they are scheduling a second site visit on May 9, 2016 to accommodate those who cannot attend the May 11, 2016 site visit. Hydro One inquired if the City of Toronto is able to attend the May 9, 2016 site visit.
April 28, 2016	Email (Received; Sent; Received)	Stewart McIntosh (PFR)	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the City of Toronto stating that they are attending the site visit on behalf of their colleague. The City of Toronto inquired what safety equipment will be required for the site visit.</p> <p>Hydro One responded by email at 9:44 a.m. stating that the City of Toronto can attend a site visit on May 9 or 11, 2016. Hydro One provided some recommended health and safety gear for the site visit.</p> <p>The City of Toronto responded by email at 1:45 p.m. stating that they will attend the May 9, 2016 site visit.</p>
May 9, 2016	Email (Sent)	<p><u>PFR</u>: Alex Shevchuk, Karen Sun, Christine Oldnall and Julia Murnaghan</p> <p><u>Utility Cut Operations</u>: Demetrios Chistodoulou, Carly Hinks, Frederik Meco and Robby Li</p> <p><u>Community Planning</u>: Derrick Wong</p> <p><u>MCIC</u>: Doodnauth Sharma</p> <p><u>RNFP</u>: Leah Wannamaker</p> <p><u>Transportation Services</u>: Stephen Buckley</p>	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided in the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.
May 9, 2016	Site Visit	<p><u>PFR</u>: Karen Sun, Stewart McIntosh and Daniel Boven</p> <p><u>RNFP</u>: Leah Wannamaker</p>	<p>Hydro One: Paul Dalmazzi, Farah El Ayoubi, Jennifer Vuong, Stephanie Hodsoll, and Dima Ostrovsky</p> <p>Golder: Derek Morningstar</p>	<p>Representatives from Hydro One, the City of Toronto's RNFP department and PFR division, and the TRCA conducted site walks on May 9 and 11, 2016. The three parties discussed route options.</p> <p>TRCA and City staff shared concerns about how close the new cable would be to the existing one and if certain clearances are required from the existing overhead and underground cables. They also inquired about the depth of the underground cable. The TRCA raised concerns over the access required for direct bury versus duct bank. The TRCA had concerns about the slope and that both options would require cutting into the slope and require filling.</p>
May 9, 2016	Email (Sent)	<p><u>PFR</u>: Alex Shevchuk, Karen Sun, Christine Oldnall and Julia Murnaghan</p> <p><u>Utility Cut Operations</u>: Demetrios Chistodoulou, Carly Hinks, Frederik</p>	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided in the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.

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City of Toronto				
		Meco and Robby Li <u>Community Planning</u> : Derrick Wong <u>MCIC</u> : Doodnauth Sharma <u>RNFP</u> : Leah Wannamaker <u>Transportation Services</u> : Stephen Buckley		
May 18, 2016	Email (Sent; Received)	Doodnauth Sharma (MCIC) Karen Sun and Alex Shevchuk (PFR) Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto providing notification that they are intending to commence Stage 2 archaeology fieldwork from May 25 to 27, 2016. Hydro One provided a map of the survey area and provided a summary of the scope of work and location. Hydro One inquired if the City of Toronto requires any other information or if any additional formal permission is required. The City of Toronto responded by email to Hydro One at 5:04 p.m. stating that they have copied the Park Supervisors on the email thread so that they may comment on the work discussed by Hydro One.
May 19, 2016	Email (Received)	Doodnauth Sharma (MCIC)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City of Toronto requesting that the City Archaeology Project Manager be notified on all aspects of the archaeology survey and reporting. Hydro One stated that the City Archaeology Project Manager will guide Hydro One regarding any additional requirements. Hydro One responded by email to the City of Toronto at 9:21 a.m. thanking the City of Toronto and stating that they will keep the City Archaeology Project Manager apprised of the survey progress.
May 19, 2016	Email (Received; Sent)	Susan Hughes (Heritage Preservation Services)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City Archaeology Project Manager requesting copies of archaeological reports prepared for the proposed project for review. Hydro One responded by an email from the City Archaeology Project Manager at 11:01 a.m., providing the first half of the Stage 1 archaeology assessment report prepared by TMHC. Hydro One stated that the report has been submitted to the MTCS and has been accepted and entered into the MTCS' register of archaeological reports, and provided the attached notice. Hydro One emailed the City Archaeology Project Manager at 11:02 a.m., providing the second part of the Stage 1 Archaeology Assessment report in an email attachment. Hydro One stated that they will provide updates as they progress towards completion of the Stage 2 assessment.
May 26, 2016	Email (Received; Sent)	Stewart McIntosh (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division stating that they have reviewed the map of the survey area sent on May 18, 2016 and stated that it is unclear since it is not labelled. The PFR division requested updated drawings with the appropriate information and labelling so that the PFR division can review. Hydro One responded by email to the PFR division at 11:19 a.m. stating that they will provide an updated map with a legend. Hydro One provided a description of the areas shown on the map and stated that the archaeological survey has been postponed temporarily and that Hydro One will keep the City of Toronto updated on when the work can be expected to occur.
June 14, 2016	Email (Sent)	Doug Jones and Stewart McIntosh (PFR) Sherry Pedersen (City Planning) Susan Hughes (Heritage Preservation Services)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto, providing an update on the archaeological field surveys scheduled for this week for the project. Hydro One stated that they will provide the Stage 2 report provided by TMHC once it has been accepted by the MTCS. Hydro One provided the reasoning for the delay from the original timeline.
July 4, 2016	Email (Sent)	<u>PFR</u> : Alex Shevchuk, Karen Sun, Christine Oldnall, Julia Murnaghan, Doug Jones and Stewart McIntosh <u>Utility Cut Operations</u> : Demetrios Chistodoulou, Carly Hinks, Frederik Meco and Robby Li <u>Community Planning</u> : Derrick Wong <u>MCIC</u> : Doodnauth Sharma <u>RNFP</u> : Leah Wannamaker <u>Transportation Services</u> : Stephen Buckley, Mark Van Elsberg	Hydro One: Paul Dalmazzi and Stephanie Hodsoll	Hydro One emailed an invitation to the follow-up municipal coordination meeting on July 14, 2016. Hydro One stated that the purpose of this meeting will be to present the preferred route for the section between Leaside TS and Todmorden JCT, the evaluation of the two routes based on the field studies conducted and stakeholder feedback received to date. Hydro One stated that they will continue discussions about the upcoming construction phase of the project. Hydro One stated that they will provide an agenda and additional detailed information in advance of the meeting.
July 5, 2016	Email (Sent)	Doug Jones and Paul Orichesky (PFR) Sherry Pedersen (City Planning) Susan Hughes (Heritage Preservation Services)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto, providing a memo summarizing the results of the Stage 2 archaeological assessment conducted by TMHC on June 17, 2016. Hydro One stated that a full Stage 2 archaeological assessment report is currently being written by TMHC for submission to the MTCS.
July 13, 2016	Email (Sent)	<u>PFR</u> : Paul Orichesky, Karen Sun, Doug Jones and Stewart McIntosh	Stephanie Hodsoll (Hydro One)	Hydro One emailed providing the agenda for the July 14, 2016 main municipal meeting. Hydro One also provided the route evaluation matrix and a document on how to read the route evaluation matrix in the email.

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City of Toronto				
		<u>Utility Cut Operations</u> : Carly Hinks and Robby Li <u>Community Planning</u> : Derrick Wong <u>RNFP</u> : Leah Wannamaker <u>Transportation Services</u> : Stephen Buckley, Mark Van Elsberg		
July 14, 2016	Email (Received)	Mark Van Elsberg (Transportation Services)	Stephanie Hodsoll (Hydro One)	Hydro One received an email from the Transportation Services division stating that they are unable to attend Municipal Coordination Meeting #2 scheduled for July 14, 2016. The division stated that their interest is on what is decided after Hydro One's EA and to understand the impact of construction (deconstruction and reconstruction) of the streetscape. The division noted that their interest is limited to the stretch of Main Street from the TTC station to the bridge south of Danforth. The division stated that they will send information in a few days to Hydro One highlighting their long-term goals and follow-up with Hydro One once the alignments have been decided.
July 18, 2016	Email (Sent)	Karen Sun, Stewart McIntosh and Daniel Boven (PFR) Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed the City of Toronto and the TRCA thanking them for attending the July 14, 2016 meeting where Hydro One presented their preferred route (option 2) for the Leaside TS to Todmorden JCT section of underground cable. Hydro One provided the draft summary and notes from the May 9 and 11, 2016 site visits held with the City of Toronto and TRCA staff, which factored into the input for the creation of the route evaluation matrix and assessment of each route option.
July 19, 2016	Email (Received; Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department stating that they will be reviewing the options and notes sent on July 18, 2016 with their supervisor and will follow-up with Hydro One shortly with any additional comments and concerns that the RNFP has. Hydro One responded by email to the RNFP at 1:03 p.m. thanking them for coming to the July 14, 2016 meeting and stating that the draft notes and summary for that meeting will be sent when ready.
July 19, 2016	Email (Sent)	Stewart McIntosh (PFR)	Dima Ostrovsky (Hydro One)	Hydro One emailed the PFR division, providing the list of species that Hydro One allows to be planted under their transmission lines. Hydro One stated that the list of species is currently under review and will be updated but that the current list will be used until Hydro One is told otherwise. Hydro One requested that the PFR division send their contacts for Metrolinx so that Hydro One can discuss the proposed project and coordination.
July 20, 2016	Email (Sent)	Shanil Persaud (Toronto Water)	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Water stating that they are planning a new project in the area of Millwood Road and Overlea Boulevard and have come across two culverts that most likely belong to Toronto Water and are in poor shape. Hydro One requested to be put in contact with the City of Toronto's engineering department that oversees these two culverts. Hydro One provided a screen shot of the area they will be working in, in 2017.
July 21, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP division providing their notes on the proposed project route options. RNFP stated their goals. RNFP stated that a Natural Heritage Impact Study should be conducted and be part of the EA process and if the study has already been done, requested to have a copy sent to the RNFP. RNFP stated that if route option 2 is the selected route once all environmental impacts have been determined, the RNFP would prefer to confine new disturbance to areas of existing disturbance, use poor quality areas and avoid fragmentation as much as possible. RNFP also voiced a preference for Hydro One to avoid larger healthy, native trees species versus smaller, less health, non-native species. The RNFP had questions regarding if pushpipe or microtunneling is still an option Hydro One is considering for route option 2.
July 21, 2016	Email (Received)	Shanil Persaud (Toronto Water)	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Water, referring them to a City of Toronto contact who can assist them with their inquiry sent on July 20, 2016 regarding two culverts.
July 22, 2016	Telephone (Sent)	Reg Paul (Long-term Care Homes & Services)	Stephanie Hodsoll (Hydro One)	Hydro One telephoned the Long-Term Care Homes & Services Division of the City of Toronto to discuss the proposed project. Hydro One emailed the division at 1:25 p.m. to provide further information on the proposed project, sending a project map and providing a link to the project website. Hydro One expressed interest in speaking to the Division about the effects of construction on True Davidson Acres. Hydro One stated that the use of the northern parking lot (owned by Hydro One and leased by True Davidson), as well as the grass to the north of the facility will be required as part of a laydown area for construction. Hydro One stated that trucks will be using the driveway and will create noise and dust during construction. Hydro One requested the assistance of the Division in setting up a meeting between the Hydro One Project Team and the appropriate parties from Long-Term Care Homes and Services.
July 25, 2016	Email (Received)	Reg Paul (Long-term Care Homes & Services)	Stephanie Hodsoll (Hydro One)	Hydro One received an email from the Long-Term Care Homes & Services Division of the City of Toronto in response to their email on July 22, 2016. The Division provided the name and contact information of the administrator of True Davidson Acres who will be the key contact for the project. The administrator will contact Hydro One in the next couple of weeks to arrange a meeting.
July 27, 2016	Email (Sent)	Sarah Duff (Toronto Water)	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Water regarding the two damaged culverts observed by Hydro One near Millwood Road and Overlea Boulevard. Hydro One sent a satellite image to Toronto Water and described their observations. Hydro One inquired if Toronto Water can provide additional information about these two culverts before Hydro One begins their construction work for the proposed project. Hydro One indicated that it may be an opportunity for Toronto Water to fix the culverts while Hydro One is working in the area. Hydro One stated that they can set up a meeting on site if Toronto Water wants to take a look at the culverts.
July 27, 2016	Email (Sent)	David Collins (Citizen Focused Services) Paul Orichesky (PFR)	Hydro One: Dana Gardner and Stephanie Hodsoll	Hydro One notified municipal stakeholders, agencies, community groups, environmental interest groups, local businesses and interested individuals, inviting them to the attend the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One stated that that they will provide a project update and have an opportunity for the stakeholders to speak with members of the project team. Hydro One requested to be notified if the stakeholders are interested in hearing more about the proposed project but are unable to attend the PICs. Hydro One noted that the attached invitation is being mailed to all residents and businesses in the proposed project study area this week and is also posted on the Hydro One website.

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City of Toronto				
July 28, 2016	Email (Sent; Received)	Mark Van Elsberg (Transportation Services)	Stephanie Hodsohl Hydro One)	Hydro One emailed the Transportation Services division in response to their email on July 14, 2016. Hydro One requested that the division send any information they have or require. Hydro One stated that they can also set up a meeting between the Transportation Services division and the Hydro One Project Manager. The Transportation Services division responded by email at 3:13 p.m. to Hydro One requesting information as to where the alignment will likely go around Danforth Avenue. They also inquired if the proposed project will be open cut with sidewalk and road restoration. The division provided the concept plan for the potential road and sidewalk changes along the Main Street Corridor. The division noted that ideally, both parties (Hydro One and the City of Toronto) would disrupt the same area and make sure that all new elements are coordinated.
July 28, 2016	Email (Received; Sent)	Toronto Water: Rod Anderton, Sarah Duff and William Snodgrass	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Water in response to Hydro One's inquiry about the two damaged culverts near Millwood Road and Overlea Boulevard. Toronto Water stated that they do not have the two culverts in their GIS system and it is difficult to identify where the culverts are on the City's North Toronto Treatment Plant Property in relation to the outfalls and Hydro One's property. Toronto Water referred Hydro One to other personnel who may be able to assist. Hydro One responded by email at 2:21 p.m. stating that they can identify one culvert on Toronto Water's map. Hydro One identified their property on the image and stated that the rest of the corridor is under easement from the City of Toronto. Hydro One repeated their request for additional information to the other Toronto Water representatives.
July 29, 2016	Email (Sent)	<u>PFR</u> : Alex Shevchuk, Janie Romoff, Karen Sun, Christine Oldnall, Julia Murnaghan, Paul Orichesky, Doug Jones and Stewart McIntosh <u>Utility Cut Operations</u> : Demetrios Chistodoulou, Carly Hinks, Frederik Meco and Robby Li <u>Community Planning</u> : Derrick Wong <u>MCIC</u> : Doodnauth Sharma, Jeffery Climans <u>RNFP</u> : Leah Wannamaker and Norman Defraeye <u>Transportation Services</u> : Stephen Buckley, Jennifer Hyland and Mark Van Elsberg <u>City Planning</u> : John Livey, Stephen Buckley Gregg Lintern, Jennifer Keesmaat, James Parakh <u>Heritage Protection Services</u> : Susan Hughes <u>Strategic Communications</u> : Jackie DeSouza	Jennifer Vuong (Hydro One)	Hydro One emailed the City of Toronto, providing invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the project website.
July 29, 2016	Email (Received)	David Kellershohn (Toronto Water)	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Water regarding the two damaged culverts. Toronto Water requested that Hydro One look up the easement referred to in Hydro One's July 28, 2016 email and comment on the nature of the easement. If the culverts are not owned and operated by Toronto Water, Hydro One may need to engage another City division to ensure their needs are also being met.
August 3, 2016	Email (Sent)	Mark Van Elsberg (Transportation Services)	Dima Ostrovsky (Hydro One)	Hydro One emailed the Transportation Services division regarding the concept plan provided to Hydro One on July 28, 2016. Hydro One marked up the concept plan sketch to show the route of the existing cable. Hydro One noted that the proposed project may be encroaching on the Transportation Services' work area and stated that they plan to start work in Q2 of 2017 and complete in Q3 in 2018. Hydro One stated that at this point it is difficult to state when Hydro One will be working in the Danforth and Main area. Hydro One stated that they are available to meet with the Transportation Services division to review the scope and see how both parties can minimize the impact on the community.
August 4, 2016	Email (Received; Sent)	Leontine Major (City Planning) Stewart McIntosh (PFR)	Dima Ostrovsky (Hydro One)	Hydro One received an email from the PFR division in response to Hydro One's email on July 19, 2016. The PFR division provided the names and contact information of a Metrolinx contact and City of Toronto (Community Planning department) contact. The PFR division stated that the contacts are working on the Danforth GO Station Redesign project by Metrolinx and can share their information and materials so that Hydro One can understand that project and coordination solutions can be found for the two projects (Hydro One's proposed project and Metrolinx's Danforth GO Station project). Hydro One responded by email at 5:31 p.m. suggesting that they meet to discuss the two upcoming projects and how they can coordinate it with minimum impact to the public.
August 5, 2016	Email (Received)	Stewart McIntosh (PFR)	Hydro One: Paul Dalmazzi, Farah El Ayoubi, Jennifer Vuong, Stephanie Hodsohl,	Hydro One received an email from the PFR division of the City of Toronto in response to Hydro One's email on July 18, 2016. The PFR division stated that their preferred route would be option 2, as proposed by Hydro One, noting that option 2 preserves parkland and reduces impacts to the streetscape along Millwood Road and also provides the opportunity to improve the natural space along and adjacent to the existing RoW. The PFR division expressed a preference for route option 2 over route option 1 (which would leave the area alone) as route option 2 would help mitigate existing site concerns of erosion from failing infrastructure and non-native and invasive species. The PFR division inquired if there has been any consideration given to replacing the existing towers along that corridor and combining the cables from the towers with the

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City of Toronto				
			Dima Ostrovsky, and Derek Newton Golder: Derek Morningstar	proposed route option 2 cables. The PFR division strongly encouraged the project managers to explore the possibility for further improvements to existing infrastructure within the existing utility corridor which would help facilitate the easy replacement of cables in the future. The PFR division stated that they had reviewed Hydro One's typical vegetation list used for restoration projects and found it to be generally satisfactory. The PFR division stated that it would be appropriate to the nature of the project to utilize additional plants identified in the vegetation inventory and nearby ESA (known as Crothers Woods) found to be suitable, to try to improve the local vegetation with those known to thrive in the area. The PFR division stated that they strongly encourage the project managers to consider their comments for inclusion into the project.
August 9, 2016	Email (Sent)	Stewart McIntosh (PFR)	Dima Ostrovsky (Hydro One)	Hydro One emailed the PFR division of the City of Toronto in response to the comments they provided on August 5, 2016. Hydro One thanked them for their comments and support, stating that they help reconfirm that Hydro One is on the right track. Hydro One stated that in response to the PFR's question about towers, Hydro One stated that if they want to bury the circuits they would have to build another junction similar to Todmorden JCT or extend a tower line from Todmorden JCT along the rail, under the bridge to connect to the existing line. Hydro One stated that the best option is to keep the towers where they are.
August 11, 2016	Email (Received)	Stewart McIntosh (PFR)	Dima Ostrovsky (Hydro One)	Hydro One received an email from Metrolinx highlighting the key aspects of their understanding of Hydro One's proposed project. Metrolinx stated that they will include Hydro One's project in the Danforth GO planning assignment but they don't anticipate it being a major consideration as the alignment is being maintained to the west side of Main Street.
August 16, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department, providing the City's <i>Tree Protection Policy</i> as a reference for Hydro One for the proposed project. The RNFP department made note of key highlights for tree protection, construction access and storage of materials, emphasis on the preservation of trees of greater quality versus trees of lesser quality (poorer health, invasive species, smaller sizes).
August 16, 2016	Email (Received)	Stewart McIntosh (PFR)	Jennifer Vuong (Hydro One)	Hydro One received an email from the PFR division stating that their representative no longer works for the City of Toronto and that another representative from the PFR division should be contacted.
August 18, 2016	Emails (Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	1 st Email: Hydro One emailed the RNFP department, providing an update on their current approach for a temporary access road along the overhead RoW. Hydro One noted that a detailed tree inventory and arborist report will be provided when an exact duct route is designed and staked out in the field. Hydro One provided an update on the laydown area they currently plan to use and stated that they will keep in mind the proximity to large trees and will ask the opinion of an arborist. Hydro One requested the RNFP notify Hydro One when they would like another site walk. 2 nd Email: Hydro One emailed the RNFP department in response to the RNFP's comments sent via email on July 21, 2016. Hydro One stated that they were not intending on producing a separate-cover NHIS as most of this information will be present in the Class EA and ESR and explained that the NHIS and other Planning Act requirements typically do not apply to Hydro One. Hydro One also stated that they will consider the RNFP's suggestions when they finalize their access strategy and will update the RNFP and discuss as required. In response to the RNFP's question about pushpipe or microtunneling, Hydro One stated that they are not considering other trenchless options at this time due to the increased construction complexity. Hydro One provided the RNFP with a brief explanation of the next steps of the Class EA process
August 19, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department stating that they will contact Hydro One in fall 2016 to arrange a date for a site visit.
August 19, 2016	Email (Sent)	<u>PFR</u> : Alex Shevchuk, Janie Romoff, Karen Sun, Christine Oldnall, Julia Murnaghan, Paul Orichefsky, Doug Jones and Stewart McIntosh <u>Utility Cut Operations</u> : Demetrios Chistodoulou, Carly Hinks, Frederik Meco and Robby Li <u>Community Planning</u> : Derrick Wong <u>MCIC</u> : Doodnauth Sharma, Jeffery Climans <u>RNFP</u> : Leah Wannamaker and Norman Defraeye <u>Transportation Services</u> : Stephen Buckley, Jennifer Hyland and Mark Van Elsberg <u>City Planning</u> : John Livey, Stephen Buckley Gregg Lintern, Jennifer Keesmaat, James Parakh <u>Heritage Protection Services</u> : Susan Hughes <u>Strategic Communications</u> : Jackie DeSouza <u>Citizen Focused Services</u> : Dave Collins <u>Toronto Water</u> : Sarah Duff	Paul Dalmazzi (Hydro One)	Hydro One emailed the attendees of municipal coordination meeting #2, providing: the summary memo of the meeting; latest version of the evaluation matrix (incorporating feedback received at the meeting) and an example on how to read the matrix; and meeting slides.
August 19, 2016	Email (Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed the RNFP department inquiring about the contact information for an employee from the PFR division.
August 22, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department, confirming the contact information was correct for the contact from the PFR division.
August 22, 2016	Email (Received)	Julia Murnaghan (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division stating that they have been receiving some general correspondence regarding the EA but nothing directly from the Hydro One representative's email. The representative from the PFR division stated that they had not received the draft site walk notes sent on August 19, 2016. The PFR

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City of Toronto				
				<p>division stated that they have reviewed the mapping provided and to their understanding, there does not appear to be any significant impacts with regards to the Taylor Massey Master Plan.</p> <p>Hydro One responded by email to the PFR division's representative at 4:46 p.m., inquiring if they are aware of the proposed project. Hydro One confirmed that they are not expecting the proposed project to significantly impact Taylor Massey Creek or the park itself. Hydro One stated that there will be some temporary construction disturbance but no major long-term changes as the proposed project involves replacing existing infrastructure. Hydro One stated that they will continue to keep the PFR division representative on the Class EA contact list but will continue to correspond primarily with the other PFR representatives.</p>
August 23, 2016	Email (Received)	Julia Murnaghan (PFR)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the PFR division stating that they have received the email sent by Hydro One on August 22, 2016. The PFR division stated that Karen Sun will continue to be the lead from the NECP office as there are more significant impacts expected to some of their projects. The PFR division requested to be kept apprised of project updates and contacted if there are any updates to Taylor Creek Park impacts.
September 1, 2016	Email (Received)	Stephen Buckley (Transportation Services)	Derek Newton (Hydro One)	Hydro One received an automated email from a representative from the City of Toronto's Transportation division stating that they are no longer employed with the City of Toronto as of July 29, 2016 and referred all inquiries and requests to another City of Toronto employee.
September 1, 2016	Email (Sent)	<p><u>PFR</u>: Alex Shevchuk, Karen Sun, Julia Murnaghan, Paul Orichefsky, Doug Jones <u>Utility Cut Operations</u>: Demetrios Chistodoulou, Carly Hinks and Frederik Meco <u>Community Planning</u>: Derrick Wong <u>MCIC</u>: Doodnauth Sharma <u>RNFP</u>: Leah Wannamaker and Norman Defraeye <u>Transportation Services</u>: Mark Van Elsberg <u>Heritage Protection Services</u>: Susan Hughes <u>Strategic Communications</u>: Jackie DeSouza <u>Citizen Focused Services</u>: Dave Collins <u>Toronto Water</u>: David Kellersohn</p>	Derek Newton (Hydro One)	Hydro One emailed providing a project update and notifying them that the release of the draft ESR has been postponed until later this fall. Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 6, 2016	Email (Received)	Sarah Duff (Toronto Water)	Derek Newton (Hydro One)	Hydro One received an email from a representative of Toronto Water in response to Hydro One's email on September 1, 2016 regarding the postponement of the draft ESR release. The representative of Toronto Water stated that they are not aware of this work and inquired if they are the correct contact.
September 6, 2016	Email (Sent)	Sarah Duff (Toronto Water)	Paul Dalmazzi (Hydro One)	Hydro One contacted Toronto Water regarding Toronto Water's inquiry whether they are the appropriate contact person for this project. Hydro One stated that they have been in previous contact with the representative and are interested in finding more information on a culvert location on Hydro One's overhead transmission line RoW just west of Leaside bridge, near the North Toronto Wastewater Treatment plant. Hydro One stated that the Toronto Water representative may want to be added to the contact list given that they seem to be involved in Toronto Water operations in the area. Hydro One provided a map in the email to show the location of the underground cable proposed for the project. Hydro One noted that the notice sent last week was to notify stakeholders of the postponement of the release of the draft ESR.
September 7, 2016	Email (Received)	Sarah Duff (Toronto Water)	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from the representative of Toronto Water stating that Hydro One's inquiry about a culvert location west of Leaside Bridge, near the North Toronto Wastewater Treatment plant is not in Toronto Water's area and have passed this information to another group. The representative of Toronto Water stated that based on their understanding, Hydro One was requested to contact the Water Infrastructure Management group once the brush clearing was complete and then Toronto Water staff will come inspect the site and confirm infrastructure type and ownership. Toronto Water requested that Hydro One send this communication on this project to representatives from the Water Infrastructure Management group of Toronto Water.</p> <p>Hydro One responded by email to Toronto Water at 9:30 a.m. stating that they will contact the representatives of the Water Infrastructure Management group when the corridor clearing is done and will remove the Toronto Water representative from the project contact list and add the other representatives to the list.</p>
September 7, 2016	Email (Received)	David Kellersohn (Toronto Water)	Paul Dalmazzi (Hydro One)	<p>Hydro One received an email from a representative of the Toronto Water's Water Infrastructure Management group. The representative stated that group's responsibilities and stated that if the subject culvert is determined to be a Toronto Water culvert, their group would be the appropriate group to consult. The representative stated that they can then work with other groups in Toronto Water as needed.</p> <p>Hydro One responded by email to Toronto Water at 9:07 a.m. thanking them for their response. Hydro One sent the most recent notices and panels for the most recent public information centre regarding the project and summarized the current status of the project. Hydro One noted the area where they have found the culvert of unknown origin and stated that they are available to discuss and answer any questions about aspects of the project.</p>
September 29, 2016	Email (Sent)	<u>City Planning</u> : John Livey, Stephen Buckley Gregg Lintern, Jennifer Keesmaat, James Parakh	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from

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Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
City of Toronto				
		Strategic Communications: Jackie DeSouza Citizen Focused Services: Dave Collins <u>Toronto Water</u> : David Kellershohn <u>PFR</u> : Alex Shevchuk, Janie Romoff, Karen Sun, Christine Oldnall, Julia Murnaghan, Paul Orichefsky, Doug Jones and Stewart McIntosh <u>Utility Cut Operations</u> : Demetrios Chistodoulou, Carly Hinks, Frederik Meco and Robby Li <u>Community Planning</u> : Derrick Wong <u>MCIC</u> : Doodnauth Sharma, Jeffery Climans <u>RNFP</u> : Leah Wannamaker and Norman Defraeye <u>Transportation Services</u> : Stephen Buckley, Jennifer Hyland Heritage Protection Services: Susan Hughes <u>Toronto Water</u> : David Kellershohn, Paul Albanese, Rod Anderton, William Snodgrass		September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
November 2, 2016	Email (Received; Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the City of Toronto RNFP department, stating that they had noticed a lane blocked off on the south side of Millwood Road, near where Hydro One is proposing route option 2. The RNFP requested confirmation from Hydro One if work has already started for the project. The RNFP stated that based on their understanding, the EA is open for commenting until November 14, 2016. Hydro One responded by email to the RNFP at 3:46 p.m. confirming that the project is still in the draft ESR review period until November 14, 2016. Hydro One stated that the work observed by the RNFP along Millwood Road by Leaside TS is part of Toronto Hydro's planned upgrades. Hydro One provided a brief summary of how they are coordinating with Toronto Hydro with some of the Leaside to Main work since Toronto Hydro is working in the same area. Hydro One explained the benefits of coordinating the work, which will reduce the effects of the Project both to traffic disruption and vegetation and addresses various comments received asking if Hydro One can coordinate work with other entities wherever possible. Hydro One noted that there is a brief write-up in section 6.2.1 of the draft ESR that addresses this.
November 4, 2016	Email (Received)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One received an email from the RNFP department, thanking Hydro One for their email on November 2, 2016. The RNFP reviewed the draft ESR and provided comments. The RNFP concerns related to: erosion issues, protection of all natural features (including hydrological features), removal of temporary material and restoration of all disturbed areas, minimal footprint creation, minimal tree protection zone for Butternut, archaeological potential and mitigation, and authorization for work on CN Rail property. In addition, the RNFP requested Hydro One confirm that the TRCA finds the proposed impacts on TRCA land acceptable. The RNFP required that these issues be addressed in Hydro One's plans prior to the RNFP's review and approval.
November 14, 2016	Email (Sent)	Leah Wannamaker (RNFP)	Paul Dalmazzi (Hydro One)	Hydro One emailed the RNFP department in response to their comments on the draft ESR on November 4, 2016. Hydro One provided responses to the RNFP's comments and concerns. Hydro One stated that they will incorporate these concerns and Hydro One's responses in the final ESR. Hydro One requested to be notified if the RNFP requires additional clarification or additional information on their responses. Hydro One stated that otherwise, they will notify the RNFP when the final ESR has been submitted and is available on the Hydro One website. Hydro One stated that their representatives will be in contact closer to construction.
December 5, 2016	Email (Received)	Pezhman Imani (Engineering and Construction Services)	Tyler Wales (Hydro One)	Hydro One received an email from the City of Toronto's Engineering & Construction Services department stating that they are in the process of designing improvements at the Millwood Road and Laird Drive intersection, and notice that their tentative construction schedule conflicts with Hydro One's Leaside to Main project. The City of Toronto representative requested the contact information of the Leaside to Main Project Manager to discuss the construction schedule and project scope and whether this has been coordinated with the Major Capital Infrastructure Coordination Office.
December 7, 2016	Email (Sent; Received)	Pezhman Imani (Engineering and Construction Services)	Tyler Wales (Hydro One)	Hydro One emailed a representative of the City of Toronto's Engineering and Construction Services department in response to their email inquiry on December 5, 2016 regarding the project schedule. Hydro One provided the Project location and stated that the project is scheduled for construction in 2017-2018. The City of Toronto's representative responded by email to Hydro One at 12:10 p.m., requesting more detailed information on the Project and Project schedule.
December 8, 2016	Email (Sent)	Pezhman Imani (Engineering and Construction Services)	Dima Ostrovsky (Hydro One)	Hydro One emailed a representative of the City of Toronto's Engineering and Construction Services department in response to their email inquiry on December 7, 2016. Hydro One provided additional detail about the project scope at the Millwood Road location and stated that by the time the City of Toronto's project starts in July 2017, Hydro One's project will have completed the work at this location. Hydro One stated that they will be using Redway Road to access the bottom of the valley and may temporarily block one lane on Millwood Road closer to Overlea Boulevard if needed for clearance.
December 8, 2016	Email (Received; Sent; Received; Sent)	Pezhman Imani (Engineering and Construction Services)	Dima Ostrovsky (Hydro One)	Hydro One received an email stating that if the project will be installing ducts within the City of Toronto's project limits, the City of Toronto will require Hydro One's proposed project design to ensure there are no conflicts with their realignment. The City of Toronto's representative requested Hydro One's project schedule and traffic plan for work conducted between July 1 and August 31, 2017.

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City of Toronto				
				<p>Hydro One responded by email to the City of Toronto representative at 9:57 a.m., providing the location of the project's duct installation and tentative project schedule. Hydro One stated that a contractor has been selected and there is no traffic plan.</p> <p>The City of Toronto representative emailed Hydro One providing their 60% design plans and requested that Hydro One share the project's final plans. The City of Toronto representative provided a screenshot and noted that Toronto Hydro will also be working in the Millwood Road and Laird Drive area and inquired who the Toronto Hydro contact is.</p> <p>Hydro One responded by email to the City of Toronto at 11:14 a.m. stating that the Hydro One project is clear from the City of Toronto's work area and provided the proposed cable route for the project. Hydro One provided the contact information for their Toronto Hydro contact.</p>
December 15, 2016	Meeting	Alissa Park (MCIC)	Dima Ostrovsky and Derek Newton (Hydro One)	Hydro One met with the MCIC representative to determine if Hydro One's proposed construction schedule and timeline will be compatible with other upcoming (2017-2019) work. Hydro One and MCIC determined that the City of Toronto's project tentatively does not need to be deferred on Overlea Bridge to 2019 but should be coordinated with Hydro One to begin right after Hydro One and Toronto Hydro have completed their work. Hydro One will schedule a follow-up meeting with MCIC in April 2017. Hydro One advised MCIC to contact the workers and Hydro One staff who work at Leaside TS with regard to their day-to-day activities and road use to access Leaside TS. Hydro One and MCIC discussed the Main TS to Lumsden JCT section of Hydro One's proposed project and other projects, such as water main replacement, curb cuts and TTC rail track replacement work near Main Street and Danforth Avenue. MCIC stated that the TTC rail track replacement in 2018 may have an overlap with Hydro One's project timeline and may have the potential to cause road and traffic disruptions.
December 19, 2016	Email (Received)	Alissa Park (MCIC)	Dima Ostrovsky (Hydro One)	Hydro One received an email from MCIC stating that a Bell Canada project is in conflict with Hydro One's project. MCIC requested that the Bell Canada representative follow-up with Hydro One.
December 21, 2016	Email (Received)	Pezhman Imani (Engineering and Construction Services)	Dima Ostrovsky (Hydro One)	Hydro One received an email inquiring if the City of Toronto's project at Millwood Road and Laird Drive (scheduled for 2017) has no conflict with Hydro One's high voltage cable in this area. The representative provided the City of Toronto's 60% civil design as an email attachment and stated that electrical and signal design will be completed in winter 2017.
January 4, 2017	Email (Received)	Alissa Park (MCIC) Pezhman Imani (Engineering and Construction Services)	Dima Ostrovsky, and Jordan Whitton (Hydro One)	Hydro One was copied on an email between the City of Toronto MCIC and the Engineering & Construction Services department. MCIC stated that they have determined that there is no conflict between Hydro One's project and the City of Toronto's 2017 Transportation Safety and Local Improvements Program work on Millwood Road and Laird Drive and the 2018 Millwood Road & Southvale Drive work. MCIC stated that they have copied the Hydro One Project Manager (Dima Ostrovsky) on the email.

Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
Toronto Hydro-Electric System Ltd. (Toronto Hydro)				
January 22, 2016	Email (Sent)	Angelo Boschetti	Harneet Panesar (Hydro One)	Hydro One emailed Toronto Hydro, stating that they are preparing for work on the EA for the proposed project. Hydro One provided the meeting invitation to the PIC in an email attachment.
January 25, 2016	Letter/Mail (Sent)	Dan Mawhinney	Paul Dalmazzi (Hydro One)	Hydro One mailed a letter to Toronto Hydro to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the Toronto Hydro to the February 8 and 10, 2016 PICs and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and map of the proposed project area. Hydro One provided contact information and the proposed project's website link.
January 28, 2016	Email (Received)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Hydro identifying the Project Manager for the project that Aecon (retained by Toronto Hydro) has discussed with Hydro One. Toronto Hydro stated that they want to be aware of the proposed work zones and timing so the two projects do not conflict. Toronto Hydro proposed discussing the projects over a telephone call.
February 2, 2016	Email (Sent)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Hydro in response to their email sent on January 28, 2016. Hydro One stated that they are available to discuss the project any time and provided contact information.
February 15, 2016	Telephone and Email(Received)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received a phone call from Toronto Hydro to discuss the project. Hydro One received an email from Toronto Hydro at 11:27 a.m. summarizing the phone call. Toronto Hydro stated that they will forward the plan drawing of their proposed location for duct installation from the TS egress adjacent the Masonic Temple up to the CNR Bridge over Millwood. Toronto Hydro requested information on Hydro One's existing plant and stated that once received, Toronto Hydro will ensure they are captured on Toronto Hydro's installation drawings. Toronto Hydro provided a list of questions for Hydro One regarding the project.
February 24, 2016	Email (Received)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Hydro that provided a set of drawings that shows Toronto Hydro's proposed route out of the southeast corner of Leaside TS and heading up to Redway Road. Toronto Hydro stated that this will allow the two companies to coordinate locations for excavation along the roadway and elevations of the plant. Toronto Hydro followed-up on the email questions they asked of Hydro One on February 15, 2016. Toronto Hydro stated that they will try to make the Hydro One meeting on Friday morning.
February 26, 2016	Meeting	Shawn Li, Angelo Boschetti, Dan Mawhinney	Paul Dalmazzi (Hydro One)	Hydro One hosted a meeting with municipal-level stakeholders for the project to discuss the potential coordination of project activities with other municipal works and initiatives that are planned in the vicinity of the project. Discussion was framed around a PowerPoint presentation that was provided by Hydro One and discussion focused on the need for the project, the

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Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
				project study area, routing options, routing evaluation criteria, construction considerations, mitigation measures, natural features in the project study area and the biodiversity initiative. Interest was shown by attendees in future municipal-level stakeholder coordination meetings as the project advances through planning and construction.
February 26, 2016	Email (Sent)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Hydro and provided a drawing of the southeast corner of Hydro One's Leaside TS.
May 9, 2016	Email (Sent)	Bojan Grabovac, Dan Mawhinney, Neil Arcot, Shawn Li	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided in the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.
May 10, 2016	Email (Received)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Hydro inquiring about the status of the project and if Hydro One has decided on which route option to pursue. Toronto Hydro stated that they will forward Toronto Hydro's current civil design proposal for the southeast corner of the station property tomorrow. Toronto Hydro inquired about the information request they sent to Hydro One on February 15, 2016 and stated that they require this information urgently. Toronto Hydro inquired if there were any other contacts or sources for this information as Toronto Hydro will need easements, among other considerations. Toronto Hydro stated that they want to coordinate and make construction move expeditiously for the City and TTC.
May 27, 2016	Email (Received)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Hydro thanking Hydro One for providing the Hydro One real estate division contact. Toronto Hydro inquired about a status update for the project on which route option they are proposing to construct. Toronto Hydro stated that they hope to submit for City cut permits in early June 2016.
May 30, 2016	Email (Sent)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Hydro in response to Toronto Hydro's email inquiry on May 27, 2016. Hydro One stated that they are still going through consultation and that they will select a route option by the end of June or early July 2016. Hydro One stated that based on feedback from the City of Toronto, the City would like Hydro One to avoid the existing cable route and use the south side of Millwood and go down the slope under existing overhead lines.
July 4, 2016	Email (Sent)	Dan Mawhinney, Bojan Grabovac, Shawn Li	Hydro One: Paul Dalmazzi, Stephanie Hodsoll	Hydro One emailed municipal and regulatory groups, providing an invitation to the follow-up municipal coordination meeting on July 14, 2016. Hydro One stated that the purpose of this meeting will be to present the preferred route for the section between Leaside TS and Todmorden JCT, the evaluation of the two routes based on the field studies conducted and stakeholder feedback received to date. Hydro One stated that they will continue discussions about the upcoming construction phase of the project. Hydro One stated that they will provide an agenda and additional detailed information in advance of the meeting.
July 13, 2016	Email (Sent)	Neil Arcot, Bojan Grabovac, Shawn Li	Stephanie Hodsoll (Hydro One)	Hydro One emailed municipal and regulatory stakeholders, providing the agenda for the July 14, 2016 Main Municipal Meeting. Hydro One also provided the route evaluation matrix and a document on how to read the route evaluation matrix in the email.
July 14, 2016	Meeting	Mark Mayner Aecon Utility Engineering: Michael Embaye, Jason Arsenault	Hydro One: Paul Dalmazzi Jennifer Vuong Stephanie Hodsoll Dima Ostrovsky	Hydro One hosted a meeting with municipal level stakeholder for the proposed project. The purpose of the meeting was to provide an update on the project's Class EA process, to explain and obtain feedback on the route evaluation and selection process for the underground cable replacement section between Leaside TS and Todmorden JCT and to present and obtain feedback on the preferred route. Feedback, comments and questions were received regarding: route options and route evaluation matrix; project consultation; project construction; features along the preferred route; coordination with other development; traffic and transportation; and mitigation of environmental effects.
July 19, 2016	Email (Sent)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One emailed Toronto Hydro stating that they will be meeting be having a meeting with their Hydro One colleagues regarding coordinating work with Toronto Hydro. Hydro One requested that Toronto Hydro provide an approximate cost estimate to Hydro One.
July 20, 2016	Email (Received; Sent)	Dan Mawhinney	Dima Ostrovsky (Hydro One)	Hydro One received an email from Toronto Hydro, providing the high level quote for the duct install work based on details discussed between Kings Wong (Hydro One) and the construction company, Aecon. Toronto Hydro stated that they would like Hydro One to share in the permanent cut repair costs that will be paid to the City of Toronto. Toronto Hydro provided a breakdown of the cost estimate and stated that they expect Hydro One to pay for half of the restoration costs for the joint trench up front when the trenching is paid for. Toronto Hydro requested that Hydro One notify them as soon as possible if this is acceptable. Toronto Hydro stated that they are finalizing design and Aecon will meet the City of Toronto on Thursday to discuss cut permits. Hydro One responded by email to Toronto Hydro, inquiring about the scope of work, and described some potential issues regarding logistics of the potential work coordination. Hydro One requested that Toronto Hydro help setup a meeting or conference call with Aecon to finalize all outstanding design questions. Hydro One stated that they will receive the design with final price for review, have it approved by their directors to proceed and construction will start on August 15, 2016.
July 29, 2016	Email (Sent)	Angelo Boschetti, Dan Mawhinney, Neil Arcot	Stephanie Hodsoll (Hydro One)	Hydro One emailed Toronto Hydro, providing invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project website.
August 19, 2016	Email (Sent)	Neil Arcot, Bojan Grabovac, Dan Mawhinney, Shawn Li, Angelo Boschetti	Paul Dalmazzi (Hydro One)	Hydro One emailed the attendees of municipal coordination meeting #2, providing: the summary memo of the meeting; latest version of the evaluation matrix (incorporating feedback received at the meeting) and an example on how to read the matrix; and meeting slides.
September 1, 2016	Email (Sent)	Angelo Boschetti and Neil Arcot	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Angelo Boschetti and Neil Arcot	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.

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Date	Methods	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
Toronto Transit Commission (TTC)				
January 25, 2016	Email (Sent)	Kirpal Parhar and Emily Assuncao	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the February 8 and 10, 2016 PICs and the municipal-level stakeholder meeting tentatively scheduled for the week of February 22, 2016. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and a map of the proposed project area as email attachments. Hydro One provided their contact information and the project website's link.
January 26, 2016	Email (Sent)	David Nagler	Paul Dalmazzi (Hydro One)	Hydro One emailed to provide notification of the commencement of a Class EA for the proposed project. Hydro One provided a brief summary of the proposed project's scope. Hydro One invited the stakeholders to the February 8 and 10, 2016 PICs. Hydro One provided the Notice of Commencement letter, flyer and newspaper ad for the PICs and map of the proposed project area as email attachments. Hydro One provided their contact information and the proposed project's website link.
January 26, 2016	Email (Sent)	Ryan Jenik	Paul Dalmazzi (Hydro One)	Hydro One received an email from the TTC stating that when the project design has progressed, the TTC would be interested in seeing the detail where Hydro One's underground transmission line cable crosses TTC's infrastructure (the subway tunnel north of Danforth Avenue and also the streetcar tracks on Main Street if applicable). TTC also stated that Hydro One should advise the TTC early on if any service diversions are needed for the proposed project for a substantial period of time.
February 26, 2016	Meeting	Kirpal Parhar	Paul Dalmazzi (Hydro One)	Hydro One hosted a meeting with municipal-level stakeholders for the project to discuss the potential coordination of project activities with other municipal works and initiatives that are planned in the vicinity of the project. Discussion was framed around a PowerPoint presentation that was provided by Hydro One and discussion focused on the need for the project, the project study area, routing options, routing evaluation criteria, construction considerations, mitigation measures, natural features in the project study area and the biodiversity initiative. Interest was shown by attendees in future municipal-level stakeholder coordination meetings as the project advances through planning and construction.
May 09, 2016	Email (Sent)	Emily Assuncao and Kirpal Parhar	Paul Dalmazzi (Hydro One)	Hydro One emailed stakeholders who attended the municipal stakeholder meeting held on February 26, 2016 and provided the draft meeting minutes. Hydro One requested to be notified of any questions or comments and stated that they will be incorporated into the final version of the meeting minutes. Hydro One also attached a copy of the slide deck that was provided in the meeting and noted that the dates for selection of the preferred alternative and second round of PICs have been pushed into early summer 2016.
July 4, 2016	Email (Sent)	Emily Assuncao and Kirpal Parhar	Hydro One: Paul Dalmazzi, Stephanie Hodsoll	Hydro One emailed municipal and regulatory groups, providing an invitation to the follow-up municipal coordination meeting on July 14, 2016. Hydro One stated that the purpose of this meeting will be to present the preferred route for the section between Leaside TS and Todmorden JCT, the evaluation of the two routes based on the field studies conducted and stakeholder feedback received to date. Hydro One stated that they will continue discussions about the upcoming construction phase of the project. Hydro One stated that they will provide an agenda and additional detailed information in advance of the meeting.
July 8, 2016	Email (Sent)	Jacqueline Darwood	Dima Ostrovsky (Hydro One)	Hydro One emailed the TTC, providing a summary of the municipal stakeholders meeting held on February 26, 2016. Hydro One invited TTC to the July 14, 2016 municipal coordination meeting #1 where Hydro One will update all stakeholders on the progress of the EA and where they will present the selected route.
July 11, 2016	Email (Received)	Jacqueline Darwood	Dima Ostrovsky (Hydro One)	Hydro One received an email from the TTC stating that they have forwarded Hydro One's email July 8, 2016 email invitation to their TTC colleague who will determine TTC's Strategy and Service Planning Department involvement in this project and staff representation as needed.
July 13, 2016	Email (Sent)	Emily Assuncao and Kirpal Parhar	Stephanie Hodsoll (Hydro One)	Hydro One emailed municipal and regulatory stakeholders, providing the agenda for the July 14, 2016 main municipal meeting. Hydro One also provided the route evaluation matrix and a document on how to read the route evaluation matrix in the email.
July 14, 2016	Meeting	Jose Rubio	Hydro One: Paul Dalmazzi, Jennifer Vuong, Stephanie Hodsoll, Dima Ostrovsky	Hydro One hosted a meeting with municipal level stakeholders for the proposed project. The purpose of the meeting was to provide an update on the project's Class EA process, to explain and obtain feedback on the route evaluation and selection process for the underground cable replacement section between Leaside TS and Todmorden JCT and to present and obtain feedback on the preferred route. Feedback, comments and questions were received regarding: route options and route evaluation matrix; project consultation; project construction; features along the preferred route; coordination with other development; traffic and transportation; and mitigation of environmental effects.
July 29, 2016	Email (Sent)	David Nagler, Emily Assuncao, Kirpal Parhar, Jacqueline Darwood	Jennifer Vuong (Hydro One)	Hydro One emailed invitations to the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One briefly described the purpose of the PICs and attached the newspaper ad and flyer for additional details. Hydro One also provided their contact information and the link to the proposed project's website.
August 19, 2016	Email (Sent)	Emily Assuncao and Kirpal Parhar	Paul Dalmazzi (Hydro One)	Hydro One emailed the attendees of municipal coordination meeting #2, providing: the summary memo of the meeting; latest version of the evaluation matrix (incorporating feedback received at the meeting) and an example on how to read the matrix; and meeting slides.
September 1, 2016	Email (Sent)	Emily Assuncao, Kirpal Parhar, Jacqueline Darwood, David Nagler	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that no significant changes in the scope or timeline for the replacement of these underground cables have been identified. Hydro One stated that they will provide notice when the exact release date of the draft ESR is confirmed.
September 29, 2016	Email (Sent)	Emily Assuncao, Kirpal Parhar, Jacqueline Darwood, David Nagler	Derek Newton (Hydro One)	Hydro One provided a project update and notification that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period will be from September 29, 2016 to November 14, 2016 and included additional information found in an attached ad which was placed on Hydro One's website, mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.

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Paul.Dalmazzi@HydroOne.com



Paul Dalmazzi
Environmental Planner, Environmental Engineering & Project Support

January 25, 2016

[Municipal Government/Agency Representative]
[Address]

RE: Leaside - Main Infrastructure Refurbishment Project Class Environmental Assessment

Dear [Municipal Government/Agency Representative]

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to refurbish existing underground transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and minimize the risk of future power interruptions. The project area, including existing Hydro One infrastructure, is shown on the attached map.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission cable that are approaching their end-of-life and require replacement. These cable sections run approximately 1 km between Leaside Transformer Station (TS) and Todmorden Junction (JCT), and approximately 1.5 km between Lumsden JCT and Main TS.

Through the Class EA, Hydro One will assess two options for the underground cable replacement between Leaside TS and Todmorden JCT. These options are described as follows and are shown on the attached map:

Option 1: Installation of new 115 kV underground transmission cables along the **existing route**.

Option 2: Installation of new 115 kV underground transmission cables along an **alternate route**.

No feasible alternatives have been identified for the underground cable replacement between Main TS and Lumsden JCT.

The replacement of underground cables is subject to provincial *Environmental Assessment Act* approval and is being planned in accordance with the approved *Class Environmental Assessment for Minor Transmission Facilities*. The Class EA was developed as a streamlined process to ensure that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner. Subject to the outcome of the Class EA, construction on the underground cable sections may begin by the end of 2016.

In conjunction with the underground cable replacement, Hydro One will take the opportunity to replace and upgrade the overhead shield wire (skywire), used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT. Upgrading the shield wire with modern technology will enhance Hydro One's ability to monitor and control the transmission network. This upgrade is not subject to the *Environmental Assessment Act*.

Hydro One recognizes the need to begin consultation in the preliminary stages of project planning and has initiated consultation with municipal representatives and government agencies.

Public Information Centres (PICs) are scheduled for February 8th and 10th, 2016. The purpose of these PICs is to provide interested parties and groups the opportunity to learn more about the project and the Class EA process as well as to provide feedback and discuss any questions/concerns with our project team. Please see the enclosed newspaper ad for additional details regarding the upcoming sessions.

We would also like to invite you to attend a meeting that we will be holding for municipal agencies and stakeholders with an interest in this undertaking. The purpose of this meeting will be to discuss how best to coordinate with other municipal works and initiatives that may be affected by this work. We are planning to hold this meeting at the 483 Bay St. Hydro One office during the week of February 22, 2016. If you are interested in attending this meeting, please RSVP to Paul.Dalmazzi@HydroOne.com and we will ensure that you receive further details, including an agenda and list of attendees, closer to that time.

In the interim, we welcome your comments and feedback on the Leaside to Main Infrastructure Refurbishment Project. If you have any questions regarding this project, or to be added to the project contact list, please contact me at (416) 345-6145, or Paul.Dalmazzi@HydroOne.com. Information and updates regarding this project are also available on our website at <http://www.hydroone.com/Projects/LeasidetMain>.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Dalmazzi', written in a cursive style.

Paul Dalmazzi, Environmental Planner
Environmental Engineering & Project Support
Hydro One Networks Inc.

MUNICIPAL COORDINATION MEETING #1

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
General Project Information	An attendee asked if the existing infrastructure is direct buried between Leaside TS and Todmorden JCT.	The existing underground cable is direct buried, and it will need to be removed if route option 1 (following the existing cable route) is selected between Leaside TS and Todmorden JCT. If route option 2 is selected between Leaside TS and Todmorden JCT, the existing underground cable would be drained, capped and likely left in place. The new cable will be installed in a concrete trench.
Construction Methods	An attendee inquired if there would be issues accessing the stretch between Todmorden JCT and Lumsden JCT for the replacement of the overhead shield wire during the winter.	The use of light vehicles should be adequate for access during the winter.
	An attendee noted that an additional closure of the Don Valley Parkway would not likely be possible to accommodate proposed project construction, and suggested that the 5 to 10 minute window required to string the replacement overhead shield wire across the Don Valley Parkway be timed to coincide with the planned annual spring or fall closure of the Don Valley Parkway.	The crossing of the Don Valley Parkway will be coordinated with the City of Toronto's planning department.
	An attendee asked if Taylor Creek Park would be used for construction staging for the proposed project.	Most of the work within Taylor Creek Park is for replacement of the overhead shield wire, and that access to Todmorden JCT would likely occur from the North Toronto Wastewater Treatment Plant. The intention is to not require a pulling pad or temporary access roads for heavy vehicles within Taylor Creek Park. The main proposed project laydown area will be located near Lumsden JCT.
	An attendee inquired if construction of multiple sections of the proposed project would be able to take place concurrently.	Concurrent construction along the Leaside TS to Todmorden JCT and the Lumsden JCT to Main TS sections may be possible.
Land Considerations	An attendee asked if Hydro One owns all lands potentially needed for operation of the proposed project. It was noted that disposition of lands from the City of Toronto beyond 21 years may pose challenges and may require an amendment to the City's Official Plan.	Land ownership will be confirmed, and the intention is for the new cables to be in place for more than 21 years.
	An attendee asked if Hydro One owns the proposed laydown area adjacent to Lumsden TS.	Yes, Hydro One owns these lands. Efforts would be made to minimize the use of the parking area at the True Davidson Acres Home for the Aged.
	An attendee inquired if all work would be within the municipal RoW along Main Street.	The majority of the construction work for the underground section between Lumsden JCT and Main TS will take place within the road allowance.
Permitting Considerations	An attendee noted that permits (e.g., for tree removal, SAR) may be required for works in ravine areas.	Hydro One noted that additional permits may be required from the TRCA, given their ownership of land east of the Leaside Bridge in addition to the TRCA's jurisdiction over the regulated area in proximity to the Don River.
	An attendee noted that permits for noise might be required for overnight work, and that road cut permits might be required.	Hydro One thanked the attendee for the feedback.
Access Restrictions	An attendee inquired if access would be maintained to the Main Street TTC station.	Access to the Main Street TTC station would be maintained. The east side of Main Street, where the Main Street TTC station and streetcar tracks are located, will not be physically impacted by the construction works, but that it will experience noise and dust effects, and traffic disruption.
	An attendee inquired if businesses in the Main Street and Danforth Avenue area would be affected by access restrictions.	Hydro One will make best efforts to minimize disruption and maintain access where feasible.
	An attendee indicated that maintaining pedestrian access along Millwood Road during construction is important, given a sidewalk is only in place along the north side of Millwood Road in the project study area.	Hydro One asked if providing a walkway demarcated by barriers would be acceptable. The attendee confirmed that this approach would be acceptable.
	An attendee indicated that in order to maintain access to parking for residents along Main Street, coordination with parking enforcement would be possible for the duration of construction to ensure that residents will not be ticketed for parking along the street in the area.	Hydro One will coordinate with parking enforcement during detailed construction planning.
Coordination with Other Development	An attendee indicated that intersections on Main Street north of Kingston Road are scheduled to be redesigned and rebuilt.	Hydro One requested contact information for the staff who can provide additional details on this planned work.
	An attendee indicated that Toronto Hydro plans to complete a project on Stephenson Avenue in 2017, and that there may be potential to coordinate with this project.	Hydro One will continue to consult with Toronto Hydro to help coordinate work.
	An attendee noted that the City of Toronto provides an interactive map of all projects in its capital works plan, as well as road moratoriums, through T.O. INview.	Hydro One thanked the attendee for the input.
	An attendee noted that the TTC is planning works on Gerrard Street in late 2016 and 2017 that will likely result in the use of a replacement bus service (in lieu of streetcars). The attendee indicated that buses carry fewer passengers than streetcars.	Hydro One will continue to coordinate activities with the TTC.
	An attendee noted that there is a moratorium on new construction on Main Street and a portion of Danforth Avenue, and indicated that Hydro One would be responsible for re-paving the road using a city-selected contractor should the moratorium be broken.	Hydro One has been in discussions with City staff about the moratorium and will work to ensure that their requirements are met.
	An attendee noted that Millwood Road requires repair and indicated that this work could potentially be coordinated with proposed project works.	Hydro One expressed willingness to work with the City of Toronto to coordinate these works.
	An attendee indicated that an environmental assessment on Taylor Creek was recently completed, and that a geomorphology study by Toronto Water was recently completed. An attendee indicated that contact information with Toronto Water would be shared.	Hydro One thanked the attendee for the input.
Recreational Resources	An attendee indicated that the bikeshare depot near Main Street and Danforth Avenue might be affected by construction of the proposed project.	Hydro One thanked the attendee for the input and noted that temporary relocation of the bikeshare depot may be possible.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	An attendee asked if there would be effects on Taylor Creek Park as a result of the proposed project.	Due to safety concerns associated with overhead shield wire replacement, there may be a need to restrict access to some trails on Taylor Creek Park.
	An attendee inquired about how access to trails would be restricted during construction of the proposed project.	Proactive communication with the public regarding trail closures will take place. If necessary, snow fencing may be used to discourage access.
Route Options	An attendee asked if the preferred route between Leaside TS and Todmorden JCT has been identified.	The preferred route will be initially presented ahead of the second round of PICs. Information on the evaluation of the route options and the selection of the preferred route were presented at the second PIC and in the draft ESR. See sections 4.6.7 and 5. Hydro One shared a third option, presented by a member of the public at the first round of PICs, which was evaluated for technical and economic feasibility. See section 5.
	An attendee raised a concern regarding the length of time lanes would be closed to traffic on Millwood Road, and indicated that minimum disruption to traffic would be preferred.	The magnitude of traffic disruption on Millwood Road would depend on the route option selected between Leaside TS and Todmorden JCT. If route option 1 is selected, approximately 1 km of one lane on Millwood Road will be closed, whereas if route option 2 is selected, two lanes on Millwood Road would be closed at a given time while construction occurs perpendicular to traffic flow. Construction duration will depend on the selected contractor and on site conditions.
	An attendee suggested that disturbance to vegetation as a result of the proposed project should be considered in the evaluation of route options.	Hydro One thanked the attendee for the input.
	An attendee suggested that transit disruption be included in the evaluation of route options.	Hydro One thanked the attendee for the input.

Leaside – Main Infrastructure Refurbishment Project

Municipal co-ordination meeting

February 26, 2016

Project Introduction

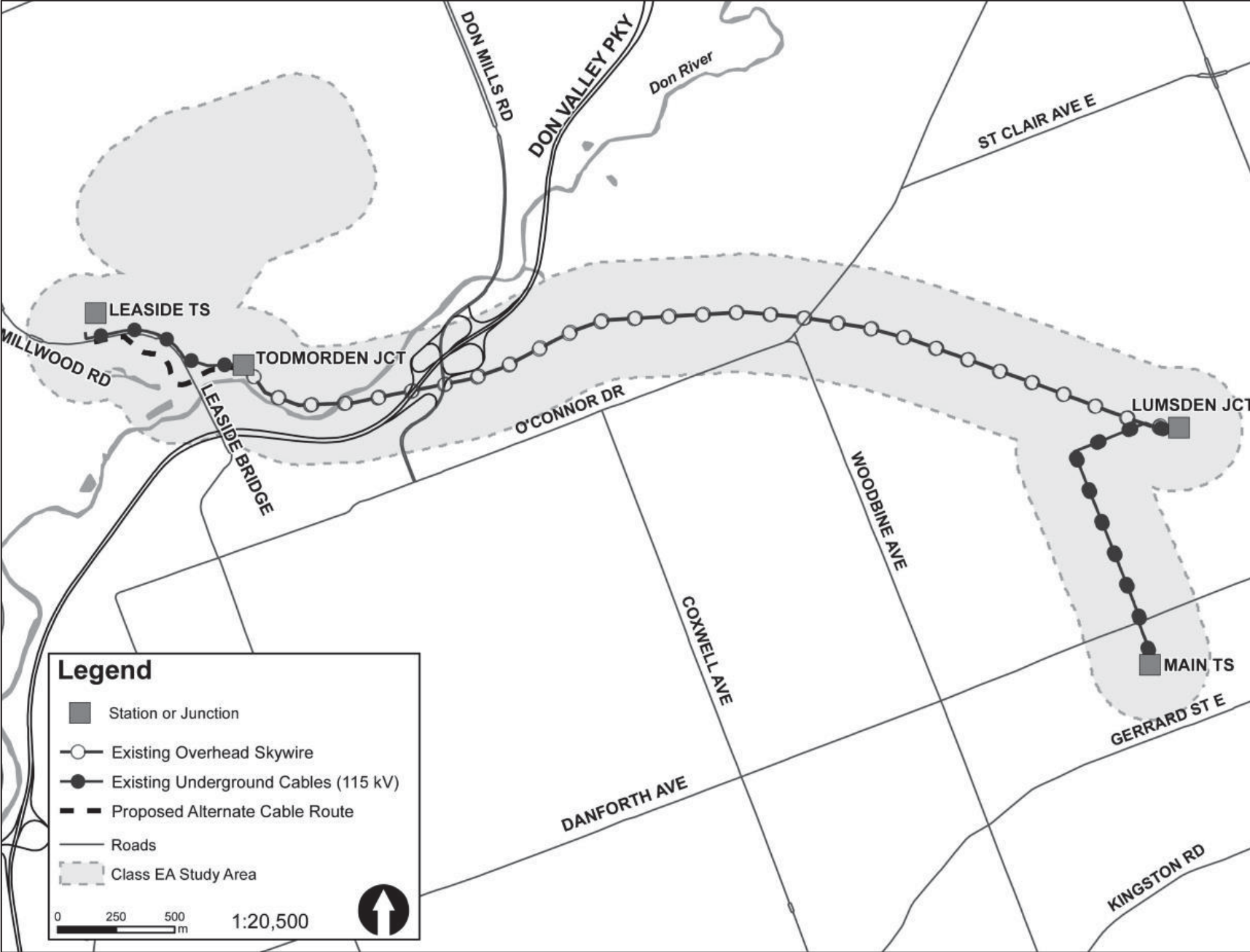
- Project need

To ensure a continued, reliable supply of electricity to the area, Hydro One will:

1. Replace two sections of existing underground 115 kilovolt (kV) cable located between:
 - Leaside Transformer Station (TS) and Todmorden Junction (JCT)
 - Lumsden JCT and Main TS
2. Replace overhead shield wire between Todmorden JCT and Lumsden JCT

- Current project status
- Anticipated project timeline
- Objectives of today's meeting

Project Area Map



Leaside TS x Todmorden JCT

Underground cable replacement section

Two routes were identified by Hydro One as feasible options:

- Option 1 follows existing cable route.
- Option 2 (alternate) uses an existing Hydro One corridor on the south side of the Millwood Road bridge.
- During the PICs, a third option was identified that follows the existing cable route and the north side of the bridge to minimize impact on the ravine. This option is under review for feasibility.
- Estimated time for construction in this section: 28 weeks.

Leaside TS x Todmorden JCT: Construction Considerations

Option 1: Follow existing cable route

- Existing cables are buried underneath the retaining walls.
- Existing cables are located in close proximity to two mature oak trees that will likely have to be removed.
- Existing cables are located under new stairs to Leaside Park (ramp should not be affected).
- Road cut permit would be required.
- Coordination with THES on their work scheduled for 2016.
- Laydown area is planned for behind the old Coca-Cola plant on Overlea Blvd.
- Street lighting poles may need to be de-energized, supported, or relocated temporarily.
- Work on steep slope into the valley would be required to remove old cable and install new cable duct.

Leaside TS x Todmorden JCT: Construction Considerations

Option 2: Alternate cable route

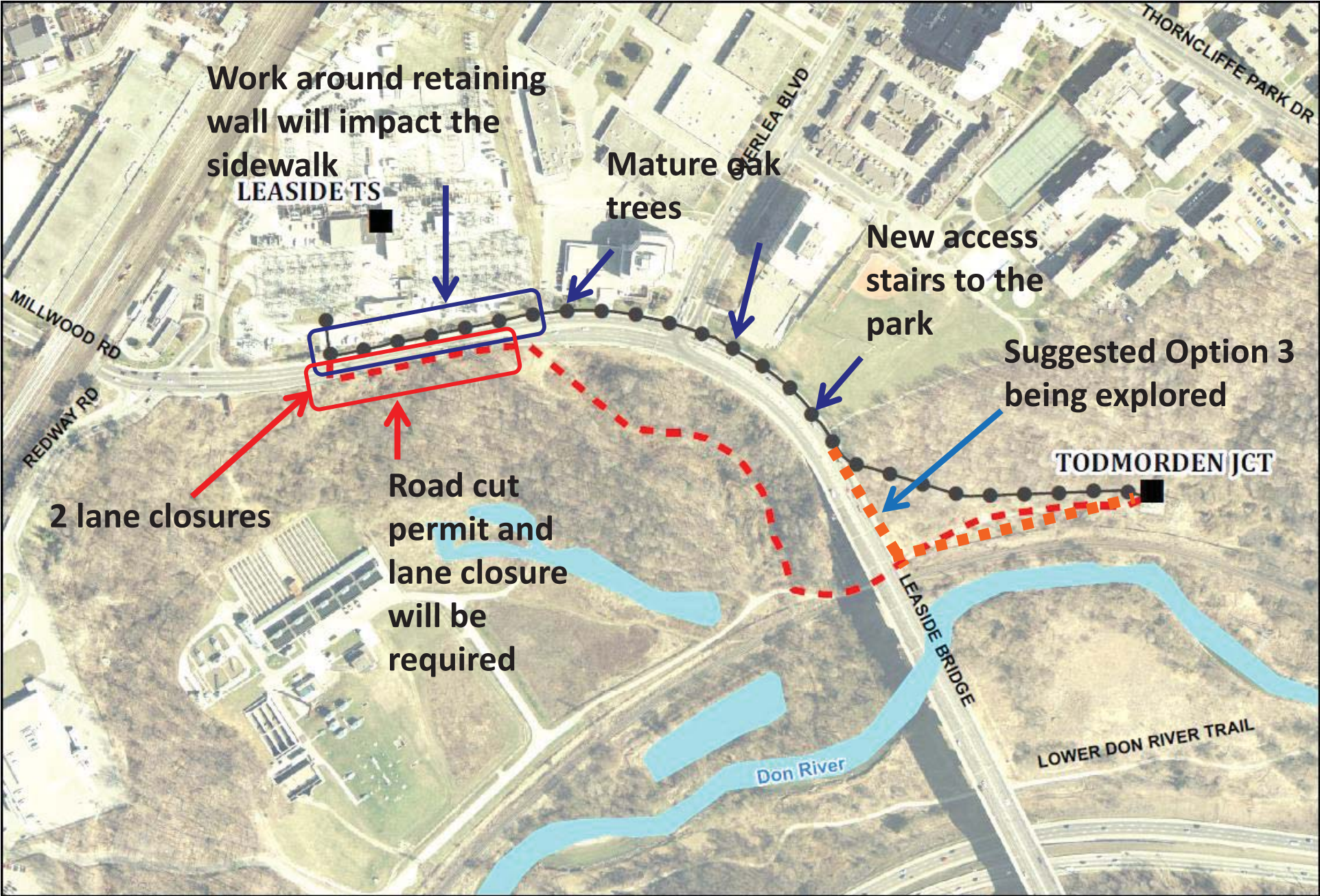
- 2 lane closure would be required to cross Millwood Road.
- May involve crossing THES cable ducts.
- Road cut permit and lane closure on the south side of Millwood Road will be required.
- Temporary construction road along existing corridor.
- Access to the Todmorden JCT through sewage plant.
- Old cable will be drained, cut, and capped in place.

Leaside TS x Todmorden JCT: Construction Considerations

Option 3: Proposed at PIC #1

- Proposed cable route runs in close proximity to bridge foundations.
- Same construction considerations as Option 1.

Leaside TS x Todmorden JCT: Construction Considerations



Leaside TS x Todmorden JCT: Construction Considerations



Leaside TS x Todmorden JCT: Construction Considerations



Cable runs in close proximity to 2 mature oak trees



Leaside TS x Todmorden JCT: Construction Considerations

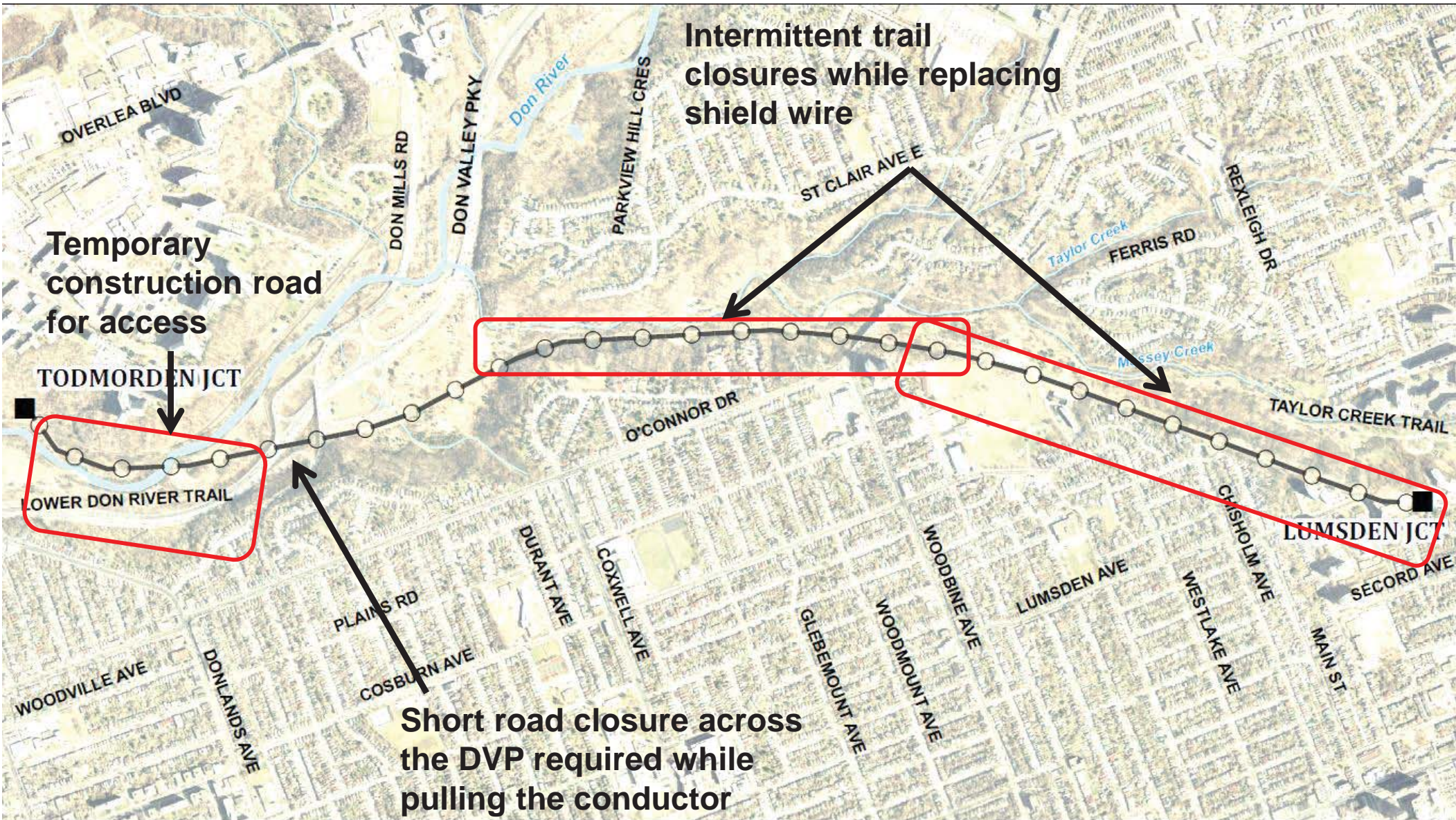


Todmorden JCT x Lumsden JCT

Overhead shield wire replacement section

- Hydro One crews will access the towers using small off-road vehicles.
- Some temporary access roads will be required.
- There are no plans to use cranes. Workers will climb the towers manually to install rollers and hardware.
- Pulling the conductor will take several hours.
- While stringing the shield wire, a rolling blockage will be required on the Don Valley Parkway to allow a 5-10 minute window while crews and equipment cross the road.
- Trails on Hydro One corridor may be blocked while overhead work is taking place
- At PICs, community expressed preference for work to be completed during winter months.
- Estimated time for construction in this section: 1 month.

Todmorden JCT X Lumsden JCT: Construction Considerations



Lumsden JCT x Main TS

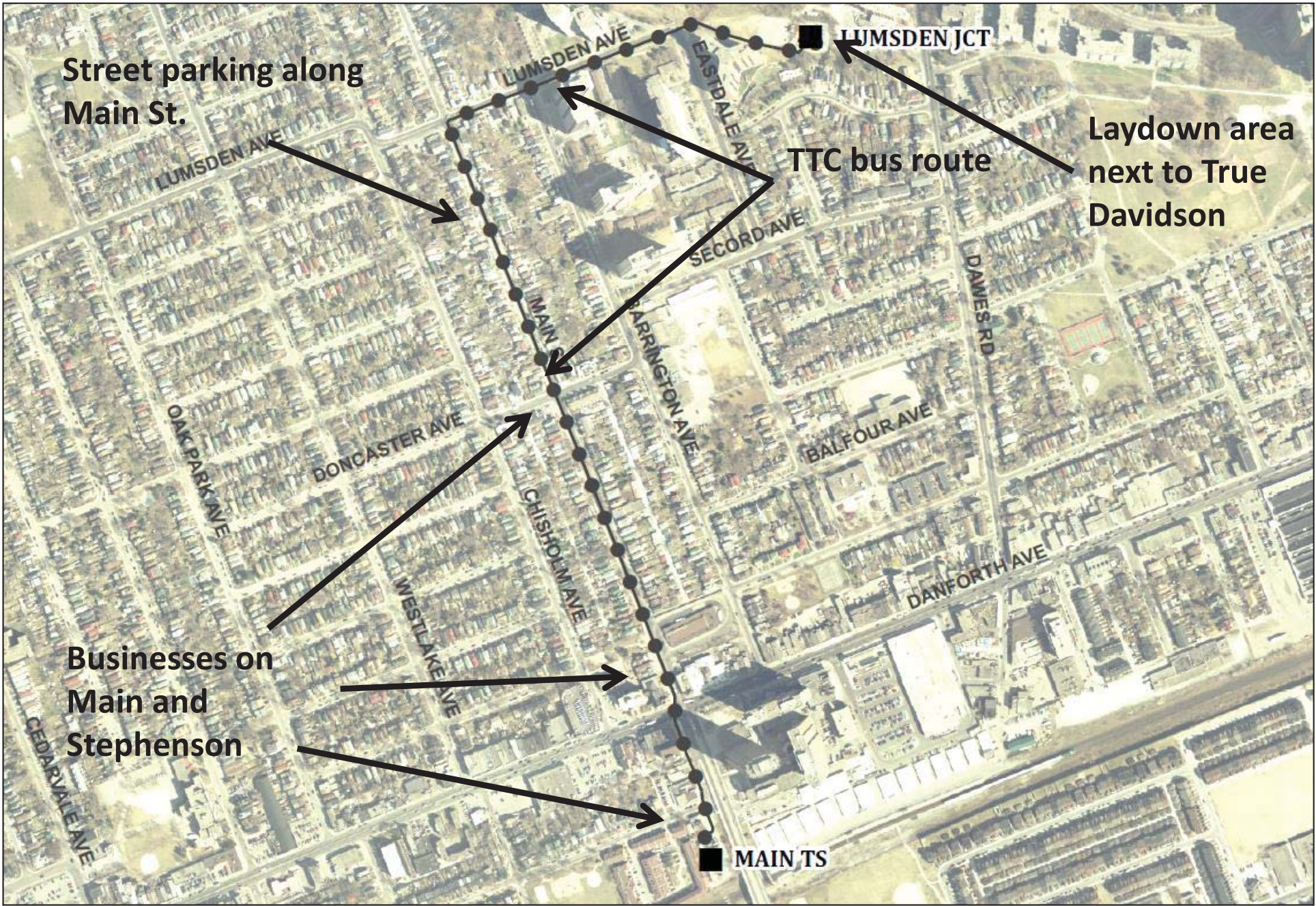
Underground cable replacement section

- No feasible alternatives have been identified for this portion of the project.
- The old direct-buried cable will be replaced with modern cable and encased within a concrete cable duct.
- Laydown area will be next to Lumsden Jct. in the corridor. Part of the parking lot used by True Davidson Acres (on Hydro One property) will be used for laydown.
- Old junction components within fence line will be replaced/removed.
- Estimated time for construction in this section: 36 weeks.

Lumsden JCT x Main TS: Construction Considerations

- Laydown area next to True Davidson Acres Home.
 - Reduced parking area.
 - Truck traffic to access the laydown area.
 - Heavy equipment during excavation of the first part of cable duct.
- TTC bus route on Main and Lumsden Streets.
- TTC bus stop relocation, if required.
- Street parking on Main Street will be reduced during construction.
- Blocked driveways will require street parking.
- Work around businesses to allow access at all times.

Lumsden JCT x Main TS: Construction Considerations



Intersection of Main Street & Danforth Avenue: Construction Considerations

- Existing fire hydrant is adjacent or over the existing underground cables.
- Two TTC bus stops are located overtop of the existing underground cables.
- Street lighting is adjacent to existing cables and may need to be relocated.
- THES overhead single phase feeder and poles will have to be relocated.
- Excavation options are available through the intersection.
- Future bike share station to be located on northeast corner of the intersection.
- Street parking will be blocked in sections during work hours.

Lumsden JCT x Main TS: Construction Considerations



Intersection of Main Street & Danforth Avenue: Construction Considerations



TTC bus shelter

Street lighting

Fire hydrant



Intersection of Main Street & Danforth Avenue: Construction Considerations



Street lighting

THES single phase feeder and poles

Approvals Process

- Subject to *Environmental Assessment Act*, falls under *Class Environmental Assessment for Minor Transmission Facilities (1992)*.
 - Class EA commenced in January 2016 (Notice of Commencement)
 - First round of PICs held February 8-10
 - Second round of PICs tentatively planned for May 2016
 - Draft Environmental Study Report (ESR) review period: summer 2016
 - Filing of final ESR with MOECC: as early as late summer/early fall 2016
- Permits normally obtained after EA completion (however applications will be prepared as soon as possible).

Leaside TS x Todmorden JCT - Route Selection Process

- Two feasible route options identified by Hydro One engineers.
 - Third option raised at PIC is currently being assessed for feasibility.
- Options will be evaluated through EA process based on a set list of criteria.
 - Simple scoring system applied to all feasible alternatives.
 - Based on values described in the Class EA, as well as feedback from stakeholders.
 - Preferred alternative will be presented at the second round of PICs, and the evaluation outcome will be described in the ESR.

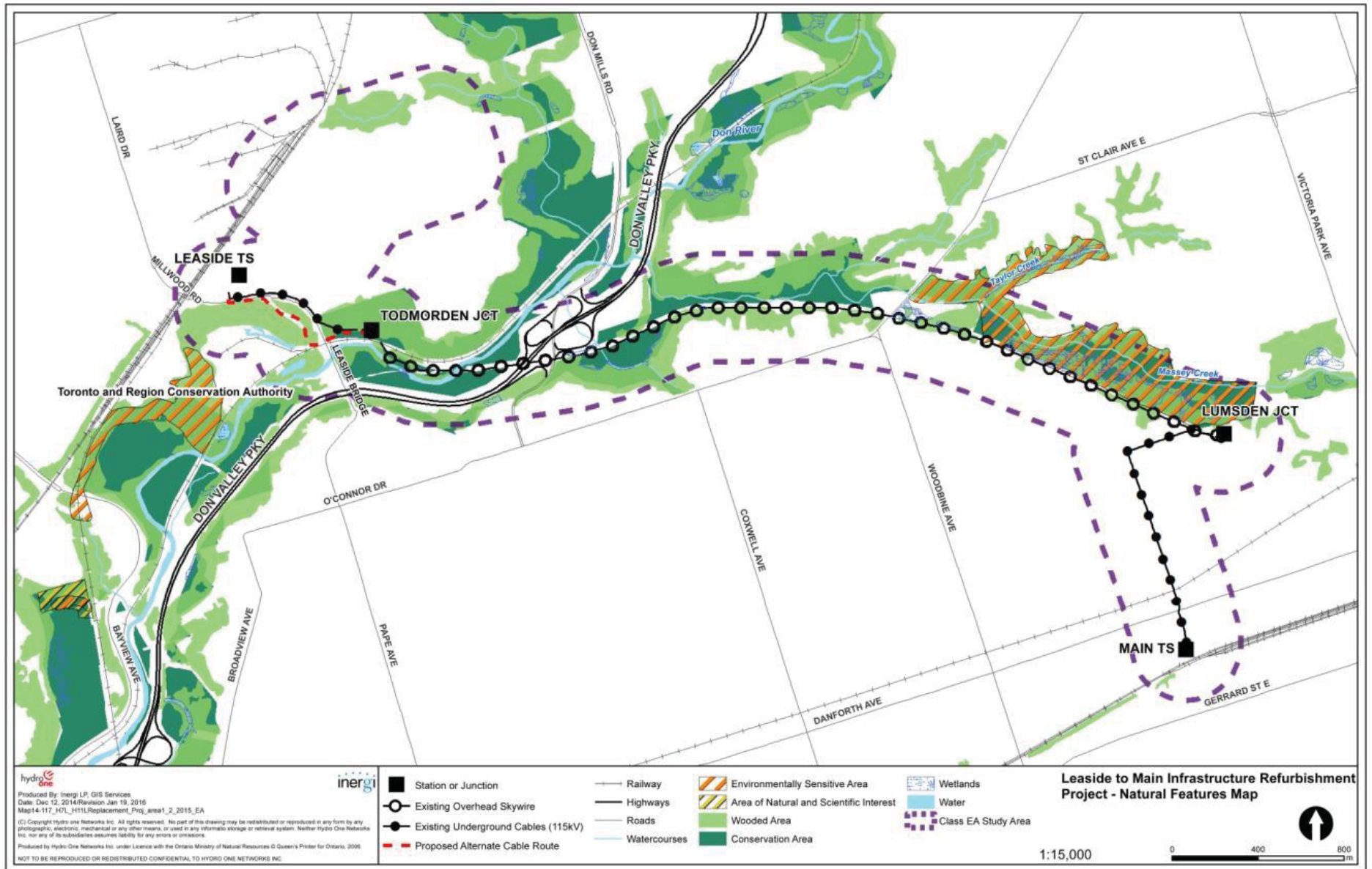
Examples of Route Evaluation Criteria

- Length of route
- Topography/terrain and constructability
- Effects to desirable vegetation communities (e.g., mature woodlot)
- Presence of/proximity to SAR or other species of concern
- Proximity/disturbance to residents and businesses
- Archaeological resources and potential
- Real estate rights and requirements
- Traversal of designated areas (ANSI, ESA, etc.)
- Proximity to water bodies/need for watercourse crossings
- Proximity/disturbance to trails and recreational resources
- Density of existing underground infrastructure
- Duration of construction
- Technical considerations (performance, maintenance)
- Cost

Environmental Mitigation Measures Considerations

- Local knowledge
 - Erosion “trouble spots”, local hydrology, SAR, etc.
- Permits
- Mitigation measures
 - Ideas/suggestions/past experiences
 - Co-ordination with other work in the area
- Restoration
 - Preferences and suggestions
 - Co-ordination with other work

Natural Features Map



Biodiversity Initiative

- Some vegetation may need to be removed to undertake construction activities
- During the Class EA, we will work with interested parties to ensure that adverse effects to vegetation and other natural features are avoided or mitigated where feasible
- A biodiversity initiative will be implemented to compensate for effects to the natural environment
- Shaped by stakeholder feedback and priorities, workshop will be held
- Objective evaluation/selection process

Thank you!

Contact Information

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416-949-1845

Paul Dalmazzi, Environmental
Planner
Paul.Dalmazzi@HydroOne.com
416-345-6145

MUNICIPAL COORDINATION MEETING #2

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	FEEDBACK / COMMENT / QUESTION	RESPONSE FROM HYDRO ONE
Route Options and Route Evaluation Matrix	Attendees had general questions throughout the meeting regarding the two route options between Leaside TS and Todmorden JCT and how these were presented in the route evaluation matrix, in order to understand how to read the matrix and how the end result was reached. Attendees also asked for further details on the weighting assigned to each of the evaluation criteria.	Further details provided to attendees regarding the route evaluation matrix and how each route option was assessed under each of the criteria in the route evaluation matrix. Hydro One provided guidance to the attendees on how to read the matrix, and explained how the end result was reached. The weight assigned to each of the criteria was generally based on the level of interest or importance stated by agencies, stakeholders, and the MNCFN during consultation events and meetings. A maximum of a 10% weight was assigned to each criterion. Criteria were also split into four categories, with each category having a maximum combined weight of all criteria it contained. These categories are: Technical & Cost factors (20%), Natural Environment factors (35%), Socio-Economic factors (35%), and First Nations Interests (10%).
	An attendee noted that providing weight to the evaluation criteria based on level of interest only is concerning with regards to some criteria. For instance, regarding natural hazards (e.g., erosion, flooding), the TRCA may be the only agency that raises this as a concern during consultation events and meetings. The attendee noted that weighing should also consider the potential environmental consequences associated with each of the evaluation criteria.	Hydro One noted that there were other considerations when assigning weight to the criteria, including the sensitivity tied to each criterion. For example, species at risk (SAR) was not an item that was raised during consultation events, but the sensitivity of this criterion played a role on its weight (i.e. it was weighted more heavily that its relative amount of interest expressed by stakeholders). The type of input provided also plays a role when assigning weight to criteria (e.g., TRCA professional/technical input on natural hazards). If the attendees, or other stakeholders, believe that a greater weight should be applied to certain criteria, Hydro One is open to feedback.
	An attendee noted a mistake on the route evaluation matrix, specifically on the criteria score assigned to route option 2 regarding disruption to pedestrian access.	Hydro One thanked the attendee for their observation, and noted that route option 2 should have an unweighted score of 1 under this category. Hydro One fixed the matrix spreadsheet to reflect the correct unweighted score.
	An attendee suggested that the criteria score of route option 1 under natural hazards (erosion, slope stability) should be medium instead of low in the route evaluation matrix. The attendee advised that there are still some risks associated with erosion and slope stability with microtunnelling or push-pipe methods, although these risks are lesser than for open trench in the same area.	The criteria score for route option 1 was modified to medium in the route evaluation matrix under natural hazards (erosion, slope stability).
Project Consultation	Attendees inquired about the dates for the second round of PICs, and why they were planned to be held during the month of August: - An attendee noted that PICs in August generally have low turn-out since people tend to take vacation during this time. The attendee noted that City Development generally avoids having similar events during this time since there may be public backlash in the fall and project delays as a result after interested parties return from vacation. - An attendee noted previous receipt of complaints from the public regarding PICs being held in the month of August. The attendee noted that holding PICs during vacation time may be perceived by the public as lack of transparency from the developer.	Hydro One has taken into consideration the fact that people take vacation during the month of August. Hydro One is holding three events for the second round of PICs instead of two, and is staggering the three events over a two week period (to be held on August 9, 10 and 17, 2016) to provide opportunities for the public to attend. Hydro One is open to meeting separately with interested parties that express that they cannot attend the second round of PICs as a result of vacation schedules. This will be noted in the newspaper advertisement. If enough public feedback is received after the second round of PICs regarding the need for an additional PIC, Hydro One may consider holding a third round of PICs or a public meeting during the draft ESR review period. The turn-out was low at both PICs in February 2016.
	An attendee inquired whether Hydro One distributes the materials presented at the PICs, if requested.	Hydro One confirmed that PIC materials are distributed to key stakeholders, as well to members of the public that request the materials. In addition, consultation materials are uploaded to the Hydro One project website.
	An attendee noted that it is important for the public to be notified of the consultation events being held for the project.	Hydro One thanked the attendee for the feedback and agreed with the comment. Stakeholders will be notified in advance of the second round of PICs via e-mail, mail, and newspaper advertisements.
	An attendee inquired about when the first round of PICs were held.	The first round of PICs were held in early February 2016.
	An attendee inquired whether Hydro One is planning on hosting another municipal coordination meeting closer to project construction once more details are known about the construction phase of the project.	An additional municipal coordination meeting can be arranged closer to construction once a construction contractor has been selected. By that time, Hydro One will have more details about the construction of the underground components of the project (e.g., number of crews, construction plan).
Project Construction	Attendees inquired about the Millwood Road crossing associated with route option 2. Specifically, attendees inquired about the construction method to be used and whether traffic disruptions are anticipated as a result. Attendees also inquired about the estimated duration of construction at the crossing. An attendee inquired if the plan is still to complete construction of the crossing outside of rush hour and later in the day, as suggested during municipal coordination meeting # 1.	Construction of the crossing at Millwood Road will completed via open trench. In terms of traffic disruptions, the plan is to close two lanes at a time while the cable is being installed and divert traffic around the construction area; the road will not be completely blocked. The two northern lanes will be closed first, with construction on the two southern lanes proceeding only once construction at the northern lanes is completed. In terms of construction duration, Hydro One noted that the crossing at Millwood Road will be completed in a matter of days, although an exact timeline is unknown at this time. The total number of days will depend on the underground utilities that are encountered along the cable route at this location. Hydro One will aim to work outside of rush hour and at off-peak hours, when feasible. Route option 1 entails open trenching along Millwood Road that would block an entire lane from Leaside TS to Leaside Park. In addition to crossing Millwood Road, route option 2 will require a temporary one-lane closure along the south side of Millwood Road, but for a shorter distance than the closure required for route option 1.
	Attendees inquired about the estimated time it will take to complete road crossings (including the Millwood Road crossing as noted in a previous comment).	Similar to the Millwood Road crossing, an exact timeline is hard to predict as it is dependent on the number of utilities encountered underground.
	Attendees inquired about the duration of project construction, particularly regarding the underground cable replacement sections.	It is anticipated that project construction will extend over a one-year period, and that the target is to install an average of 10 m of underground cable per day. The number of metres that Hydro One installs in a day will depend on a variety of factors, including site conditions and the utilities that are encountered underground. Once a construction contractor is selected for the underground cable replacement, and the number of construction crews working on the project is known, Hydro One will have a better idea of the length of time it will take for construction of the underground components to be completed.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	FEEDBACK / COMMENT / QUESTION	RESPONSE FROM HYDRO ONE
	An attendee inquired about the location of the temporary access road for route option 2.	Hydro One will aim to locate the access road as far from the ravine as possible, while staying within the RoW boundaries. The access road that will cross the ravine will be located upstream of the culvert outlets. The access road will be a one-way road, approximately 3 m wide (instead of a standard two way access road, which is approximately 6 m wide).
	An attendee inquired whether the underground cable replacement at Lumsden Avenue and Main Street will be completed on the road.	The project RoW will be primarily on the road on both Lumsden Avenue and Main Street, and closer to the sidewalk on Main Street south of Danforth Avenue. The underground cable replacement will be completed in the eastbound lane on Lumsden Avenue, and the southbound lane on Main Street.
	An attendee inquired about where construction of the underground cable replacement between Lumsden JCT to Main TS will begin.	The construction plan will be established once the construction contractor is selected. It is anticipated that the underground cable replacement will commence in March/April 2017. Overhead shield wire replacement will be completed by Hydro One crews in advance of the underground cable replacement.
Features along the Preferred Route	An attendee inquired about the source of the water crossing at the culvert along route option 2, and whether the source is groundwater or stormwater. The attendee also inquired if the culvert comes from under Millwood Road or whether it is under a trail.	Groundwater contribution has been identified as part of the water flowing from the culvert/creek towards the Don River. The source of the creek is unknown, and noted that the creek has been labelled as ephemeral. Additional information about the culvert is being sought at the moment. Information obtained from TRCA and the City of Toronto to date has not provided any insight into the source of the water within the culvert. In addition, there is a trail along route option 2 farther down the slope from the culvert/creek.
	An attendee inquired whether Hydro One has contacted the MNRF regarding the butternuts located in the vicinity of route option 2.	The MNRF has not been contacted specifically regarding the butternuts; however, the MNRF was notified about the project at the onset of the consultation process, but no response has been received to date. Hydro One informed attendees of the general locations of the butternuts and noted that at this time, it is anticipated that the butternuts will not be directly affected by the project. Appropriate permits or activity registration will be obtained from the MNRF if it becomes apparent that the butternut trees are retainable and will be directly affected by the proposed project.
	An attendee inquired whether butternut is considered a species at risk (SAR).	Butternut are listed as endangered under the Ontario <i>Endangered Species Act, 2007</i> , but that they are regularly encountered in southern Ontario. Once butternuts are encountered, a butternut health assessment is completed whereby it is determined whether the butternuts are non-retainable (diseased), retainable or archivable. If retainable, the butternut needs to be registered with the MNRF and compensation is required. If archivable, a permit is required from MNRF before the butternut is removed or harmed.
	An attendee noted that there is a setback requirement of 25 m for butternuts (i.e., tree protection zone).	Two of the butternuts observed in the vicinity of route option 2 may be within 25 m of the construction area, but the 25 m is a guideline used by the MNRF and not a regulated limit. If it becomes apparent that butternut trees may be harmed during construction, the MNRF will be notified and the appropriate registration or permit process will be followed.
	An attendee inquired whether there are official trails that will be crossed by route option 2.	An unofficial dirt path is crossed by route option 2 on the south side of Millwood Road. An official biking trail will be crossed by route option 2 near where the route turns east from the overhead RoW towards Leaside Bridge. Also, the City of Toronto is in the process of declaring a biking trail that will be crossed by the route in the same area an official trail. During construction, a "double-gate" method will be used whereby trails are only blocked as construction vehicles and equipment are passing, and can be reopened shortly after. The intent of this method is to minimize disruption of official trails will during construction.
Coordination with Other Development	An attendee noted that Metrolinx is completing retrofitting work at the Danforth GO station. The attendee shared with Hydro One staff the information of a contact at Metrolinx that can provide further details.	Hydro One will reach out to the contact identified by the attendee.
	An attendee suggested that the overhead shield wire replacement in the vicinity of the Don Valley Parkway should be coordinated with the maintenance closure of the Don Valley Parkway in April or October.	Hydro One has been informed of these regular Don Valley Parkway closure windows and will attempt to coordinate this portion of the work accordingly.
	An attendee noted that Toronto Hydro will be completing civil work in the vicinity of Leaside TS.	Hydro One has reached out to Toronto Hydro to discuss the potential coordination of Hydro One's project construction with Toronto Hydro's planned civil work. The feasibility of coordinating both works is uncertain at this time, but Hydro One is aiming to coordinate to the extent possible.
Traffic and Transportation	An attendee inquired whether traffic movement on Lumsden Avenue and Main Street will be maintained during project construction.	Traffic movement will be maintained to the extent feasible. The intent is to block short sections of the road (approx. 30 m to 50 m) along the southbound lane during construction.
	An attendee inquired whether TTC bus service would be disrupted on Main Street. An attendee noted that TTC is willing to work with Hydro One regarding a solution to alleviate TTC bus service disruption on Main Street, and that the preference is to maintain the bus routes to the extent possible. The attendee also noted that TTC needs 16 weeks' notice if temporary modifications to bus service routes are required for a long period of time (i.e., longer than a weekend).	It is Hydro One's understanding that the TTC has buses running every six minutes on Main Street. Hydro One has reached out to TTC to inquire whether route diversion or increasing the volume of buses would be preferable during construction, but has not yet confirmed a preferred solution. Hydro One thanked the attendee for their feedback regarding a solution to TTC bus service disruption and the notice required by TTC to temporarily modify bus routes.
Mitigation of Environmental Effects	A representative of the TRCA requested information regarding erosion control measures to be implemented during project construction.	Now that a preferred route had been selected, a slope stability assessment will be undertaken and will be used to inform the selection of erosion mitigation measures to be used during and after construction. This information will be shared with the TRCA representative for review when it is available.
General Questions / Comments	An attendee inquired whether the TRCA staff were present at the meeting.	Although the main contacts at the TRCA for the project were not at the meeting, two staff from the TRCA were in attendance. A separate meeting has been proposed to the TRCA main contacts to review the route evaluation matrix.



**Leaside to Main Infrastructure Refurbishment Project
Municipal Stakeholder Meeting #2**

July 14, 2016

Start at 9:30 a.m.

Agenda

Introduction:

1. Brief refresher of project
2. Progress on Class Environmental Assessment for project to date

Evaluation Criteria Workshop for Todmorden Junction (JCT) and Main Transformer Station (TS):

1. Review options evaluated for this project section
2. Discuss evaluation criteria, matrix and preferred route
3. 15 minute evaluation matrix review period for attendees
4. Group discussion

Review other project components:

1. Main TS x Lumsden JCT – underground cable replacement
2. Lumsden JCT x Todmorden JCT – overhead shield wire replacement

Next Steps:

1. Next round of PICs
2. Release of Draft ESR and review period

Leaside – Main Infrastructure Refurbishment Project

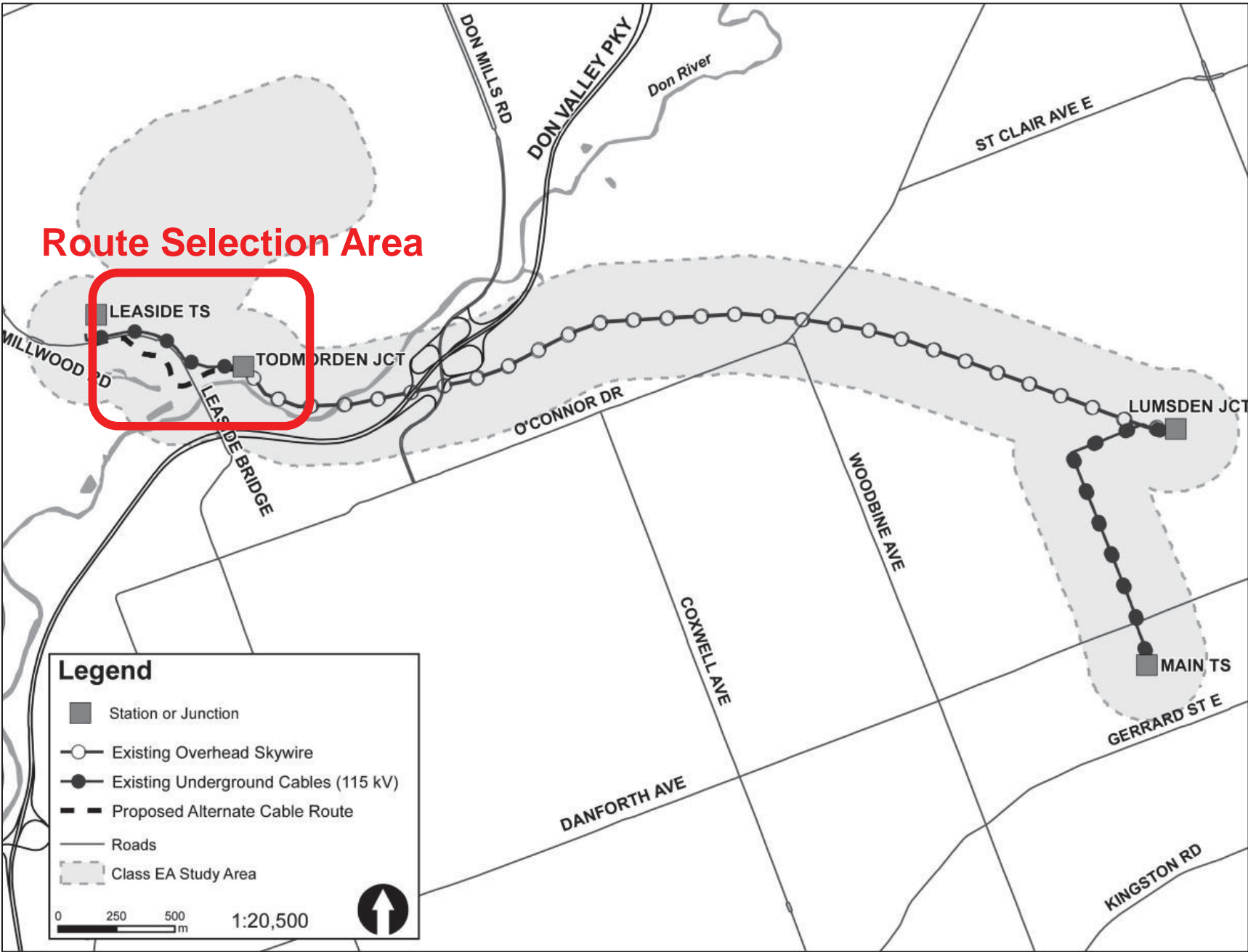
Municipal Coordination Meeting #2

Paul Dalmazzi
Environmental Planner, Hydro One
July 14, 2016

Agenda

- Refresher - Project overview
- EA progress to date
- Review changes to the route options & considerations (Leaside TS x Todmorden JCT section)
- Explain route evaluation & selection process, present preferred route

Route Selection Area – Leaside TS x Todmorden JCT



Timeline

PUBLIC AND STAKEHOLDER CONSULTATION

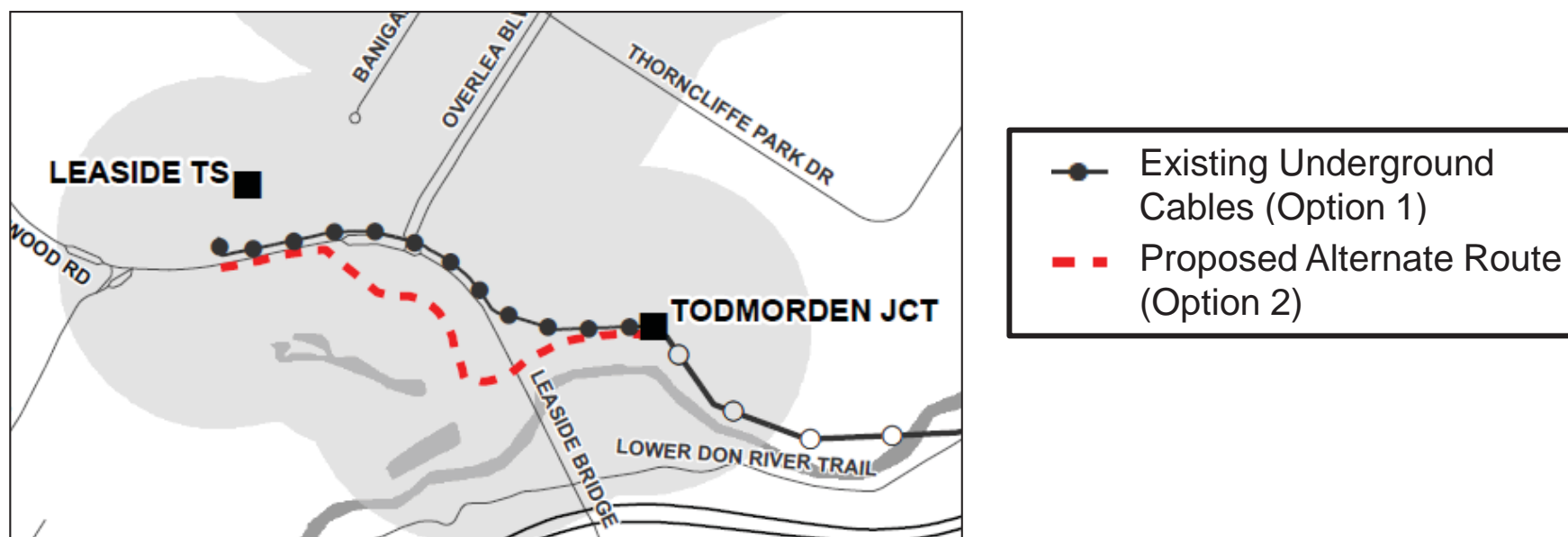


Field Studies
Spring 2016

Leaside TS x Todmorden JCT

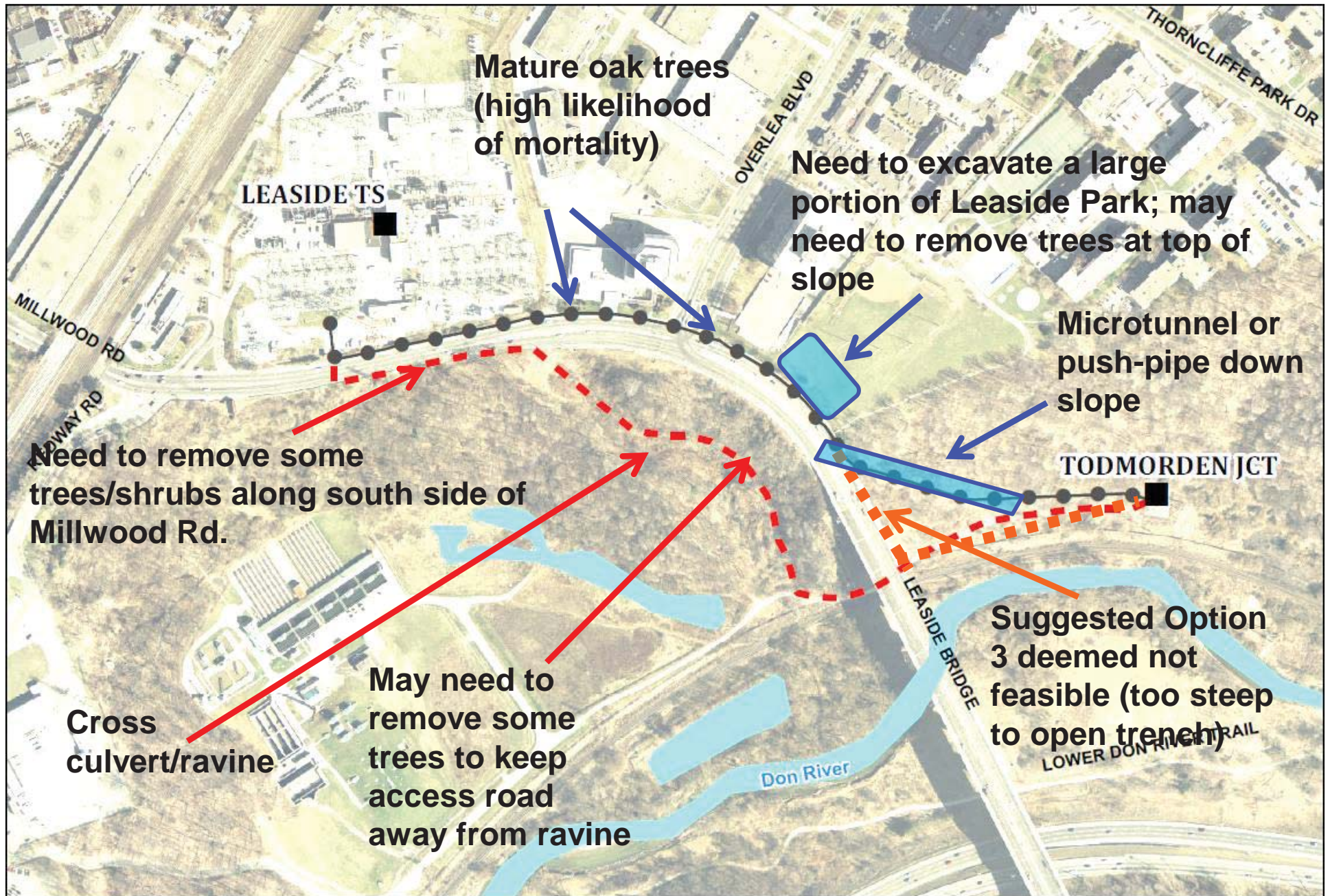
Underground cable replacement section

Two routes were initially identified as potentially feasible options:



- During the PICs, a member of the public proposed a third option that would follow the existing cable route and north side of the bridge to minimize impact on the ravine.
 - During field investigations, it was determined that Option 3 is not technically feasible.
- Additional information from field investigations has led to a modification of Option 1.

Leaside TS x Todmorden JCT: Route Options & Considerations



Route Evaluation & Selection Process

- Four categories of evaluation criteria:
 1. Technical & Cost (20%)
eg. Construction complexity
 2. Natural Environment (35%)
eg. Vegetation communities
 3. Socio-Economic Environment (35%)
eg. Disturbance to residents and businesses
 4. First Nations Interest (10%)
eg. Traditional land use
- Criteria were selected based on past route evaluations, as well as FN & stakeholder input received during the EA to date
- Each criteria has 3 possible scores (0 – least desirable, 0.5, 1 – most desirable), which are multiplied by the respective criteria weight (%) to give a weighted score
- Weighted scores tallied for each option to give a total score (X/100%)

Route Evaluation Results

Existing Route (Option 1)
is preferred with respect
to:

- Natural hazards (e.g. erosion concerns)
- Potential impact to SAR
 - (3 Butternut identified in area near Option 2)

Preferred Route!

Alternate Route (Option 2)
is preferred with respect to:

- Construction complexity & cost
- Impacts to recreational resources
- Potential disturbance to residents & businesses
- Disruption to pedestrian access
- Transit disruption

Reading The Route Evaluation Matrix

EVALUATION CRITERIA	INDICATORS	WEIGHT % of total score; 100% total	CRITERIA SCORE			OPTION 1			OPTION 2		
			BLUE = Option 1 score	RED = Option 2 score	PURPLE = Both options score equally	SCORE - Option 1 Max score = 1 Min score = 0	WEIGHTED SCORE Option 1 (Score x Weight)	COMMENTS	SCORE - Option 2 Max score = 1 Min score = 0	WEIGHTED SCORE - Option 2 (Score x Weight)	COMMENTS
TECHNICAL & COST 20%											
Complexity and Duration of Construction	Duration of construction	10%	High	Medium	Low	0.0	0.0%	Complexity of construction is high due to the addition of the push pipe/microtunnelling construction method, which will require a significant open pit to be dug in Leaside Park. Open trench route is also highly complex due to the presence of large mature trees, sidewalks, street infrastructure/transit, underground utilities and work within the park and disruption to park infrastructure (new stairs/ramp). Construction times will also be longer due to the above-mentioned complications.	0.5	5.0%	Some construction complexities re: trenching across Millwood Rd. and down the slope; but fairly basic construction practices (open trench & duct bank installation). Some complexities re: access roads, proximity to the existing overhead structures and UG cable; difficulties working along steep slopes of ravine. All of these factors can be achieved with standard construction methods and practices.
	Number of significant obstacles		High level of complexity due to significant amount of restrictions and coordination	Moderate level of complexity due to number of restrictions and coordination	Lower level of complexity due to minimal restrictions and moderate coordination						
	Complexity of construction methods		Significantly longer design/ coordination/ construction time required	Design/ coordination/ construction time required aligns with existing schedule	Design/ coordination/ construction time required is shorter than anticipated in the existing schedule						

Name of each **criteria**, examples of **indicators** included in each criteria, and **weight** of the criteria (proportion of total evaluation score, out of 100%)

Overview of the category **scores** for Options 1 & 2. Possible scores are:

- **0** (high impact/low desirability)
- **0.5** (medium impact/desirability)
- **1** (low impact/high desirability)

Calculation of the **weighted score** for **Option 1**, along with **comments** briefly describing the rationale for why the score was assigned

Total score: 34.5%

Calculation of the **weighted score** for **Option 2**, along with **comments** briefly describing the rationale for why the score was assigned

Total score: 53.0%

Reading The Route Evaluation Matrix

EVALUATION CRITERIA	INDICATORS	WEIGHT % of total score; 100% total	CRITERIA SCORE BLUE = Option 1 score RED = Option 2 score PURPLE = Both options score equally			OPTION 1 Open trench along existing route (North side of Millwood Rd.) from Leaside TS to Leaside Park; pushpipe or microtunnel from Leaside Park to bottom of Don Valley slope; continue open trench eastward to Todmorden JCT			OPTION 2 Cross Millwood Rd. immediately from Leaside TS; open trench just south of Millwood Rd. to the existing overhead transmission ROW; Open trench along overhead ROW to bottom of Don Valley slope; continue open trench eastward to Todmorden JCT				
			0	0.5	1	SCORE - Option 1 Max score = 1 Min score = 0	WEIGHTED SCORE Option 1 (Score x Weight)	COMMENTS	SCORE - Option 2 Max score = 1 Min score = 0	WEIGHTED SCORE - Option 2 (Score x Weight)	COMMENTS		
TECHNICAL & COST 20%													
Complexity and Duration of Construction	Duration of construction	10%	High High level of complexity due to significant amount of restrictions and coordination	Medium Moderate level of complexity due to number of restrictions and coordination	Low Lower level of complexity due to minimal restrictions and moderate coordination	0.0	+	0.0%	Complexity of construction is high due to the addition of the push pipe/microtunnelling construction method, which will require a significant open pit to be dug in Leaside Park. Open trench route is also highly complex due to the presence of large mature trees, sidewalks, street infrastructure/transit, underground utilities and work within the park and disruption to park infrastructure (new stairs/ramp). Construction times will also be longer due to the above-mentioned complications.	0.5	+	5.0%	Some construction complexities re: trenching across Millwood Rd. and down the slope; but fairly basic construction practices (open trench & duct bank installation). Some complexities re: access roads, proximity to the existing overhead structures and UG cable; difficulties working along steep slopes of ravine. All of these factors can be achieved with standard construction methods and practices.
	Number of significant obstacles		Significantly longer design/ coordination/ construction time required	Design/ coordination/ construction time required aligns with existing schedule	Design/ coordination/ construction time required is shorter than anticipated in the existing schedule								
Complexity of construction methods													

Name of each **criteria**, examples of **indicators** included in each criteria, and **weight** of the criteria (proportion of total evaluation score, out of 100%)

Overview of the category **scores** for Options 1 & 2. Possible scores are:

- **0** (high impact/low desirability)
- **0.5** (medium impact/desirability)
- **1** (low impact/high desirability)

Calculation of the **weighted score** for **Option 1**, along with **comments** briefly describing the rationale for why the score was assigned

Total score: 34.5%

Calculation of the **weighted score** for **Option 2**, along with **comments** briefly describing the rationale for why the score was assigned

Total score: 53.0%

Next Steps

- **Review and Comment on Evaluation Matrix (Today)**
- **Second Round of Public Information Centres**
 - Aug. 9th, 10th and 17th
 - Preferred route will be presented to the public
- **Draft ESR Review Period**
 - Currently scheduled to begin in September 2016
- **Other Permits & Approvals (non-EA)**
- **Contractor RFP & Selection**
- **Construction**

Thank you!

Contact Information

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Dima.Ostrovsky@HydroOne.com
416-949-1845

Paul Dalmazzi, Environmental
Planner
Paul.Dalmazzi@HydroOne.com
416-345-6145

Municipal Coordination Meeting #2 Date

July 14, 2016.
Sign-in sheet

Name organization Contact info (Email, phone #)

Angela Gior	Councillor Burnside	aglor@toronto.ca
Jordan Perreault-Laird	Clr Burnside	[REDACTED]
Cameron Richardson	TRCA	crichardson@trca.on.ca
Mark Mayner	Toronto Hydro	mmayner@torontohydro.com
Derrick Wong	C. of T.O.	dwong3@toronto.ca
Carly Hinks	City of Toronto	chinks@toronto.ca
Jose Rubio	T.T.C.	jose.rubio@ttc.ca
MICHAEL EMBAYE	TH/AECOM	[REDACTED]
JASON ARSENAULT	THESL/AECOM	[REDACTED]
ALI SHIRAZI	TRCA	ashirazi@trca.on.ca
LEAH WANNAMAKER	CofT	lsevign@toronto.ca
Stewart McIntosh	City of Toronto	smcinto@toronto.ca

APPENDIX C5

POTENTIALLY AFFECTED AND INTERESTED PERSONS AND INTEREST GROUPS

CONTACT LIST

Potentially Affected and Interested Persons and Interest Groups

Organization	Address	City	Prov.	Postal Code	Email/Internet Contact Page
Community Groups and Local Associations					
Riverdale Toronto Community	-	Toronto	ON	-	-
Danforth East Community Association	-	East York	ON	-	-
Greektown on the Danforth BIA	-	Toronto	ON	-	-
Roma Community Centre	-	Toronto	ON	-	-
Wild Bettys FunDuro	-	Toronto	ON	-	-
Leaside Dog Walkers	-	Toronto	ON	-	-
Leaside Property Owners' Association	-	Toronto	ON	-	-
Danforth East Association of Ratepayers	-	Toronto	ON	-	-
Danforth Village Residents Association	-	Toronto	ON	-	-
Danforth Village BIA	-	Toronto	ON	-	-
Danforth BIA	-	Toronto	ON	-	-
Bayview Leaside BIA	-	Toronto	ON	-	-
Pape Village BIA	-	Toronto	ON	-	-
My Favourite Trainer	-	Toronto	ON	-	-
Thornccliffe Neighbourhood Office	-	Toronto	ON	-	-
Thornccliffe Park Women's Committee	-	Toronto	ON	-	-
Morning Glory Cycling Club	-	Toronto	ON	-	-
Morning Glory Cycling Club	-	Toronto	ON	-	-
Secord Community Centre	-	Toronto	ON	-	-
Danforth Mosaic	-	Toronto	ON	-	-
Lower Don People	-	Toronto	ON	-	-
Friends of Stevenson Park	-	Toronto	ON	-	-
Main Square Tenant Group	-	Toronto	ON	-	-
Parkhills Community Group	-	Toronto	ON	-	-
Coxwell area groups and residents	-	Toronto	ON	-	-
City Centre- Community Centre	-	Toronto	ON	-	-
Friends of Coleman Park	-	Toronto	ON	-	-
Woodbine Gardens Group	-	Toronto	ON	-	-
Environmental Groups					
Ontario Streams	-	Aurora	ON	-	-
Toronto Field Naturalists	-	Toronto	ON	-	-
Toronto Environmental Alliance	-	Toronto	ON	-	-
Todmorden Mills Wildflower Preserve	-	Toronto	ON	-	-
Friends of the Don East	-	Toronto	ON	-	-
Friends of Taylor Creek Park	-	Toronto	ON	-	-
Developers					
Invar	220 Duncan Mill Road, Suite 301	Toronto	ON	M3B 3J5	http://www.invar.ca/contact.html
Options for Homes	468 Queen Street East, Suite 310	Toronto	ON	M5A 1T7	options@icomm.ca
Conroy Dowson Planning Consultants	492 Main Street	Toronto	ON	M4C 4Y2	-
Medical Care Facilities					
Danforth Main Medical Diagnostic	2494 Danforth Avenue, Suite 201	Toronto	ON	M4C 1K9	info@danforthmain.com
Giffen-Mack Funeral Home and Cremation Centre	2570 Danforth Ave	Toronto	ON	M4C 1L3	http://www.dignitymemorial.ca/en-ca/about-us/contact-us.page
Heritage Funeral Centre	50 Overlea Boulevard	Toronto	ON	M4H 1B6	heritage@bellnet.ca
Midwife Clinic of East York - Don Mills	1 Leaside Park Drive, Unit 3	Toronto	ON	M4H 1R1	themidwivesclinic@bellnet.ca
Thornlea Medical Centre and Walk-In Clinic	62 Overlea Boulevard, Unit 4A	Toronto	ON	M4H 1C4	-
Home Instead Senior Care	953 Woodbine Avenue	Toronto	ON	M4C 4B6	cmacdonald@seniorservice.ca
Main St. Terrace	77 Main Street	Toronto	ON	M4E 2V6	-
True Davidson Acres Home for the Aged	200 Dawes Road	Toronto	ON	M4C 5M8	emcmanu@toronto.ca ; lrc-tda@toronto.ca ; cherrera@toronto.ca

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Organization	Address	City	Prov.	Postal Code	Email/Internet Contact Page
Schools/Daycares					
East York Alternative School	670 Cosburn Avenue	Toronto	ON	M4C 2V2	eya@tdsb.on.ca
East York Collegiate Institute	650 Cosburn Avenue	Toronto	ON	M4C 2V2	EastYork@tdsb.on.ca
East York Collegiate Institute Parent Council	650 Cosburn Avenue	Toronto	ON	M4C 2V2	EastYork@tdsb.on.ca
Gateway Public School	55 Gateway Boulevard	Toronto	ON	M3C 1B4	Gateway@tdsb.on.ca
Leaside High School	200 Hanna Road	Toronto	ON	M4G 2K3	Leaside@tdsb.on.ca
Leaside High School - Parent Council	200 Hanna Road	Toronto	ON	M4G 2K3	Leaside@tdsb.on.ca
Lily's House	1032 Coxwell Avenue	Toronto	ON	M4C 3G5	lily_shouse@bellnet.ca
Red Apple Daycare	135 Overlea Boulevard	Toronto	ON	M3C 1B3	info@redappledaycare.com
Thornccliffe Park Daycare	80 Thornccliffe Park Drive	Toronto	ON	M4H 1K3	-
Thornccliffe Park Public School	80 Thornccliffe Park Drive	Toronto	ON	M4H 1K3	ThornccliffePark@tdsb.on.ca
Thornccliffe Park School Advisory Council	c/o Thornccliffe Park Public School, 80 Thornccliffe Park Drive	Toronto	ON	M4H 1K3	info@tpsac.ca
Valley Park Middle School	130 Overlea Boulevard	Toronto	ON	M3C 1B2	ValleyPark@tdsb.on.ca
Valley Park Middle School Council	c/o Valley Park Middle School, 130 Overlea Boulevard	Toronto	ON	M3C 1B2	ValleyPark@tdsb.on.ca
Annie's Place	101 Barrington Avenue	Toronto	ON	M4C 4Z2	anniesplace@eyetfrp.ca
Muppets Children's Centre	314 Main Street	Toronto	ON	M4C 4X7	mainstreet@victoriavillage.com
NutriKids Daycare	265 Chisholm Avenue	Toronto	ON	M4C 4W5	-
Secord Elementary School	101 Barrington Avenue	Toronto	ON	M4C 4Y9	Secord.ES@tdsb.on.ca
Secord Elementary School Council	101 Barrington Avenue	Toronto	ON	M4C 4Y9	Secord.Council@gmail.com
Utilities					
Bell Canada	100 Borough Drive, Floor F5	Toronto	ON	M1P 4W2	bell.moc@telecon.ca
Telecon on behalf of Bell Canada	200 Town Centre Blvd, Suite 300	Markham	ON	L3R 8G5	vojislav.pijanovic@telecon.ca
Enbridge Gas Distribution	500 Consumers Road	North York	ON	M2J 1 P8	Mark-Ups@enbridge.com
MTS-Allstream	50 Worcester Road	Etobicoke	ON	M9W 5X2	Utility.circuitaions@mtsallstream.com
Telus Communications	25 York Street, 22nd Floor	Toronto	ON	N5J 2V5	stephen.hoy@telus.com
Rogers Communications	855 York Mills Road	Don Mills	ON	M3B 1Z1	GTA.Markups@rci.rogers.com
VIA Rail	50 Drummond Street, Building C	Toronto	ON	M8V 4B5	John_Walsh@viarail.ca
More Trees for Ward 29	-	Toronto	ON	-	moretrees29@gmail.com
CN Rail	4 Welding Way	Concord	ON	L4K 1B9	stefan.linder@cn.ca
Canadian Pacific Railway	1290 Central Parkway West	Mississauga	ON	L5C 4R3	jack_carello@cpr.ca
Municipal/Regional Associations					
Local Enhancement & Appreciation of Forests (LEAF)	-	Toronto	ON	-	-
Ontario Trails Council	-	Deseronto	ON	-	-
p.i.n.e. Project Group	-	Toronto	ON	-	-

Note: “-“ = specific contact information not available.

RECORD OF CONSULTATION

Potentially Affected and Interested Persons and Interest Groups

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
January 22, 2016 to January 28, 2016	Mail, email and hand delivery	Potentially Affected and Interested Persons	Hydro One	Residential, commercial and industrial property owners and local residents that may be potentially affected and are located within an approximate distance of 250 m from the proposed project work areas were contacted directly through email, notification hand delivery and/or Canada Post mail regarding commencement of the EA and an invitation to attend the first round of PICs. Hydro One provided a brief summary of the proposed project's scope. Hydro One provided the Notice of Commencement letter and map of the project area. Hydro One also provided a copy of a flyer and newspaper advertisement for a series of PICs scheduled for the evenings of February 8 and 10, 2016 and invited the stakeholders to attend. Hydro One stated that they welcome the stakeholders' comments and feedback on the project. Hydro One also provided contact information so that stakeholders who wish to do so can be added to the project contact list to receive project updates.
January 28, 2016	Email (Received; Sent; Received)	Leaside Property Owners' Association	Hydro One	Hydro One received an email from the Leaside Property Owners' Association Board (LPOA), requesting to be added to the distribution email list for the project. Hydro One responded by email to the LPOA at 11:59 a.m. and provided the Notice of Commencement letter and map of the proposed project area as an email attachment. Hydro One also provided a copy of a flyer and newspaper advertisement for a series of PICs scheduled for the evenings of February 8 and 10, 2016 and invited the stakeholder to attend. Hydro One stated that they welcome LPOA's comments and feedback on the proposed project and provided the proposed project's website link. The LPOA responded by email to Hydro One at 12:09 p.m. stating that they will place Hydro One's meeting notice on the LPOA website and stated that they will inquire if the Councillor of Ward 29 also wants it on the Ward 29 website as they also maintain that website. The LPOA provided the email address of the Ward 29 Councillor to add to the email distribution list.
February 4, 2016	Email (Received)	VIA Rail	Hydro One	Hydro One received an email from VIA Rail in response to Hydro One's Notice of Commencement email on January 27, 2016. VIA Rail stated that VIA Rail operates on the Bala Subdivision track owned by Metrolinx in the vicinity and stated that provided that VIA Rail's scheduled train operations are not impacted by the project, VIA Rail has no objections.
February 8, 2016	Email (Received)	PLANT Architect Inc.	Hydro One	Hydro One received an email from PLANT Architect Inc. inquiring about information for a project in the Don Valley.
February 19, 2016	Email (Sent)	PLANT Architect Inc.	Hydro One	Hydro One emailed PLANT Architect Inc. in response to their email inquiry on February 8, 2016, stating that they have passed their request to the Real Estate department of Hydro One. PLANT Architect Inc. responded by email to Hydro One at 4:37 p.m. inquiring if they should be speaking to the Hydro One architect who attended the workshop on February 18, 2016. Hydro One responded by email to PLANT Architect Inc. at 4:42 p.m. stating that a representative from the Hydro One Real Estate department will be in contact with them shortly. PLANT Architect Inc. responded by email to Hydro One at 4:47 p.m. thanking them.
February 17, 2016	Face-to-Face Meetings	Business Owners in the Danforth Avenue and Main Street section of the proposed project area.	Hydro One	Hydro One held face-to-face visits with business owners in the Danforth Avenue and Main Street section of the proposed project area to address possible concerns regarding construction. The project team brought copies of the materials presented at the first round of PICs to hand out to business owners.
		276 Main Street	Hydro One	Inquiry regarding why the existing cables are reaching their end of life after just 60 years (believed they should have been installed to last more than 100 years) and about the Hydro One privatization. Questions about compensation were raised. Hydro One staff committed to speaking to the tenants of the building and left some extra copies of the PIC panels with the owner.
		Barkingham Palace	Hydro One	Busy hours for drop-offs and pick-ups are between 7:30 to 10 a.m. and 4:30 to 6:30 p.m. The weeks leading up to Christmas are busy for dog grooming services. Saturdays are fairly quiet and the business is closed on Sundays. Most customers drive, however the impact of a temporary road closure on Stephenson Avenue for construction should not be too notable since the business can be accessed from two different directions. The business owners are willing to speak to their customers about any changes leading up to construction and would appreciate Hydro One's help in creating a communication to hand out. The owners' greatest concern is the potential noise associated with construction. The owner also expressed concern that they are not being updated about the proposed project by the property owner.
		Champion System	Hydro One	Although there are few customers who come into the office, the manager spends a substantial portion of the day on the phone between 9 a.m. to 6 p.m. and has concern over potential noise.
		Grumbels Deli/Café	Hydro One	The business is open from 9 a.m. to 6 p.m. on weekdays, 10 a.m. to 4 p.m. on Saturdays, and closed Sundays. The flow of customers is unpredictable from one day to the next. Customers use street parking along the west side of Main Street south of Danforth Avenue. The owner expressed concern over losing street parking during construction, noise, and access to the front door.
		Hakim Optical	Hydro One	Expressed no concerns. Most customers park at the Sobey's parking lot farther west along Danforth Avenue. The main entrance is off of Danforth Avenue and should not be completely blocked by construction.
		David Fujiwara Architect	Hydro One	The business owner on the second floor suite was offsite, and Hydro One staff left copies of the PIC panels and a business card with a colleague. A follow-up email was sent to the business owner with more information and an offer for discussion.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
		Muppets Children's Centre	Hydro One	Most parents get to the facility via TTC or walking. Business hours are between 7 a.m. to 6 p.m., with most drop-offs happening between 7 to 9 a.m. Stakeholder expressed concern with customer access to the front door.
		O'Reilly, Moll & Mian	Hydro One	Most clients who drive park in the Sobey's parking lot farther west along Danforth Avenue. The busiest hours are 10 a.m. to 5 p.m. Noise is a concern as some windows face Main Street, but in general, no concerns were raised.
		True Davidson Home for the Aged	Hydro One	The Supervisor of Building Services had received notification about the project but was not certain about what the project effects would be. Discussion was focused around the fact that the parking lot adjacent to True Davidson Acres, which is regularly used by True Davidson, is owned by Hydro One and will be used as part of a laydown area (as well as the grass to the north). The Supervisor was not overly concerned about impacts to parking but would like notification in advance of work starting. In addition, Hydro One staff advised that during construction, trucks would be using the driveway and creating noise and dust. Again, the Supervisor asked for notification in advance of work.
		Main Auto Service	Hydro One	The owner expressed concern over access, as the main entrance to the parking lot is off of Main Street. The business is open from 8 a.m. to 5 p.m. The owner would be satisfied if steel plates were in place during the day.
		World Association for Christian Communication	Hydro One	The World Association for Christian Communication holds an annual meeting with international representatives in April and expressed a concern over noise disruption during this time. The organization asked to be added to the contact list to receive updates.
February 22, 2016	Email (Received)	David Fujiwara Architect	Hydro One	Hydro One received an email from a local business stakeholder stating that they are aware of the project and project construction. The local business stakeholder requested that the road be blocked for a minimal length of time. The local business stakeholder also expressed concern about Hydro One trucks parking on the boulevard next to their business' windows and keeping engines idling. The local business stakeholder requested that Hydro One have drivers turn off engines when vehicles are parked.
February 23, 2016	Email (Sent)	David Fujiwara Architect	Hydro One	Hydro One inquired if the local business stakeholder has visitors who drive to their office and if so, Hydro One inquired about the location of where they generally park. Hydro One stated that they will remind their crews not to idle their engines and provided their contact information if the local business owner experiences diesel exhaust coming into their windows from idling Hydro One trucks.
May 17, 2016 to May 19, 2016	Mail, email and hand delivery	Potentially Affected and Interested Persons	Hydro One	Residential, commercial and industrial property owners and local residents that may be potentially affected and are located within an approximate distance of 250 m from the proposed project work areas were contacted directly through email, notification hand delivery and/or Canada Post mail regarding an invitation to attend community "Power Walks".
May 17, 2016	Email (Sent)	CN Rail	Hydro One	Hydro One emailed CN Rail inquiring about a CN-owned rail line that is in close proximity to one of Hydro One's potential cable routes for the project. Hydro One provided a brief summary of the project scope and project location. Hydro One inquired if CN can provide GIS data or map data that would show the extent of the CN RoW and also inquired if there are any other requirements or restrictions for construction activities close to an active rail line. Hydro One also stated that if there is another CN contact that is more suitable to ask these questions of, Hydro One would appreciate their contact information.
July 27, 2016	Mail, email and hand delivery	Potentially Affected and Interested Persons	Hydro One	Hydro One notified potentially affected and interested persons and interest groups directly through email, notification hand delivery and/or Canada Post mail, inviting them to attend the second round of PICs scheduled for August 9, 10, and 17, 2016. Hydro One stated that they will provide a project update and have an opportunity for stakeholders to speak with members of the project team. Hydro One requested to be notified if stakeholders are interested in hearing more about the proposed project but are unable to attend the PICs. Hydro One noted that the attached invitation is being mailed to all residents and businesses in the proposed project study area this week and is also posted on the Hydro One website.
August 4, 2016	Telephone (Received); Email (Sent)	Salvation Army	Hydro One	Hydro One received a telephone call from the Salvation Army and discussed questions they had regarding the proposed project. The Salvation Army expressed concerns about closures to the entrances of their building and experiencing power outages due to construction of the proposed project. Hydro One emailed the Salvation Army at 2:04 p.m. providing additional details about the proposed project and a map of the preferred routing option (including the location of the existing cables) for the replacement of the underground cables. Hydro One stated that if they pursue the preferred routing option, they do not anticipate any closures to the entrances of the Salvation Army building from either Millwood Road or Overlea Boulevard. Hydro One also stated that they do not anticipate that local businesses or residences will experience any power outages as part of the project. Hydro One stated that they hope to see the Salvation Army at the upcoming second round of PICs and will update their contact list to include their information.
August 9, 2016	Public Information Centre (PIC)	Friends of Taylor Creek Park; Todmorden Mills Wildflower Preserve	Hydro One	Hydro One hosted the second round of PICs for the project. The second round of PICs were held to discuss the preferred route selection between Leaside TS and Todmorden JCT, environmental studies, considerations and mitigation, and proposed construction methods. Interest was expressed in the biodiversity initiative. A desire was expressed for the vegetation removal for the proposed project to be done at the same time as the stringing of the shield wires.
August 9, 2016	Email (Received)	Bell Canada	Hydro One	Hydro One received an email from Telecon Design, on behalf of Bell Canada, stating that they are contacting Hydro One in regards to the proposed Bell cabinet placement at Danforth Avenue and Main Street. Telecon stated that their proposed Bell project is in close proximity to the proposed Hydro One project. Telecon provided a map of the area and figure of their proposed Bell project. Telecon requested that Hydro One advise Telecon if the proposed Bell project is in conflict with the proposed Hydro project and if Telecon can proceed with their proposed work.
August 11, 2016	Email (Received)	Todmorden Mills Wildflower Preserve	Hydro One	Hydro One received an email from the Todmorden Mills Wildflower Preserve requesting four additional copies of the evaluation matrix and inquiring where they can pick them up. The Todmorden Mills Wildflower Preserve inquired if the detailed pages are available online as the storyboards online do not have the level of detail they require.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
August 11, 2016	Telephone (Sent)	Todmorden Mills Wildflower Preserve	Hydro One	Hydro One telephoned Todmorden Mills Wildflower Preserve in response to their inquiries about further copies of the evaluation matrix and the age of the existing underground cables along the overhead RoW along the preferred route. Hydro One stated that the evaluation matrix is being refined further for inclusion in the draft ESR and will be available at that time. Hydro One and the Todmorden Mills Wildflower Preserve discussed which stakeholders the evaluation matrix has been shared with and how public participation plays a part in the Class EA process. Hydro One stated that stakeholders will have 47 days to review the draft ESR. Hydro One also provided the answer to Todmorden Mills Wildflower Preserve's inquiry about the age of the existing underground cables.
August 16, 2016	Meeting	True Davidson Acres	Hydro One	Concerns were expressed about the use of this driveway as it is frequently used by True Davidson staff and volunteers, visitors and pedestrians. It is also the only access to the entrance of the facility. True Davidson Acres representatives and Hydro One discussed alternative access options and Hydro One agreed to look into the issue in further detail and arrange an additional meeting with staff from the facility.
August 23, 2016	Mail, email and hand delivery	Potentially Affected and Interested Persons	Hydro One	Residential, commercial and industrial property owners and local residents that may be potentially affected and are located within an approximate distance of 250 m from the proposed project work areas were contacted directly through email, notification hand delivery and/or Canada Post mail regarding completion of the draft ESR and the commencement of the comment and review period to begin on September 1, 2016.
August 26, 2016	Telephone (Received)	Resident	Hydro One	Hydro One received a telephone call from a resident residing in the Main Square apartment buildings. The resident requested additional information on what to expect during construction of the proposed project. Hydro One provided information on what they know so far and some of the next steps. The resident requested to be added to the project mailing list.
August 30, 2016	Email (Received)	Interested Person	Hydro One	Hydro One received an email from an interested person, stating that they are unable to locate the draft ESR on the project website. The interested person inquired about the availability of the report and requested Hydro One send a PDF copy.
August 31, 2016	Email (Sent)	Interested Person	Hydro One	Hydro One emailed an interested person in response to their email inquiry on August 30, 2016. Hydro One stated that the release of the draft ESR has been postponed until later this fall (2016). Hydro One explained the reasoning behind the postponement and noted that the draft ESR will focus solely on the replacement of existing underground 115 kV cables between Leaside TS and Todmorden JCT. Hydro One stated that when the draft ESR is released, it will be available on the project website. Hydro One requested to be notified if the interested person would like to be added to the project contact list so they can receive future updates as they become available.
August 31 to September 6, 2016	Mail, email and hand delivery	Potentially Affected and Interested Persons	Hydro One	Residential, commercial and industrial property owners and local residents that may be potentially affected and are located within an approximate distance of 250 m from the proposed project work areas were contacted directly through email, notification hand delivery and/or Canada Post mail notifying them of the postponement of the release of the draft ESR. Hydro One stated that the stakeholders will receive advance notice prior to the start of the revised draft ESR review and comment period later in Fall 2016.
August 31, 2016	Email (Received)	Interested Person	Hydro One	Hydro One received an email from an interested person in response to Hydro One's August 31, 2016 email regarding the postponement of the release of the draft ESR. The interested person requested further information on what the expected 'future refurbishment activities' are.
September 2, 2016	Email (Sent)	Interested Person	Hydro One	Hydro One emailed the interested person in response to their email inquiry on August 31, 2016. Hydro One stated that the future refurbishment activities refer to the assessment of the status and condition of the existing infrastructure between Lumsden JCT and Todmorden JCT.
September 2, 2016	Email (Received and Sent)	Zayo (formerly AllStream)	Hydro One	Hydro One received an email from Zayo in response to the project notification they received. The email received from Zayo included a photo that noted the Zayo plant location in Ward 26. Hydro One responded to Zayo via email at 10:29 a.m., thanking them for the information. Hydro One stated that the information will be passed to the project team. Hydro One noted that Zayo could be added to the project contact list, if requested. Hydro One received an email from Zayo stating that they wish to receive project updates and provided an email address to send project information to.
September 3, 2016	Email (Received)	Interested Person	Hydro One	Hydro One received an email from an interested person. The person stated that there was a story regarding the controversial cutting of mature trees on the news last week. The interested person expressed concern regarding the proposed project and noted that there are many mature trees in the area. The person inquired about the environmental plan for the proposed project and stated that mature trees should not be cut down. The person noted that this is a major corridor for bird migration as many birds live in these trees and it is an important canopy for Toronto. The person inquired about how many trees have to be cut back in width in order to redo the cable underground.
September 7, 2016	Email (Sent)	Interested Person	Hydro One	Hydro One emailed an interested person in response to an email received on September 3, 2016 regarding concerns about the project, tree removal and potential project effects on birds. Hydro One provided brief descriptions of the tree removal expected during project construction and stated that avoidance and mitigation measures will be employed and necessary permits will be obtained. Hydro One also noted that restoration of the work area will be undertaken after completion of construction work. Hydro One stated that they are aware of concerns regarding potential disturbance to migratory/breeding birds and briefly outlined the mitigation measures to address this concern. Hydro One stated that more specific information will be available at the Pre-Construction Information Centre that will be held prior to the start of construction. Hydro One also notified the stakeholder of a biodiversity initiative for the project and a biodiversity workshop to be held in early 2017. Hydro One stated that the person can notify Hydro One if they are interested in the workshop and they will be added to the project contact list. The interested person responded by email to Hydro One at 5:04 p.m. stating that they are interested in the biodiversity workshop. The person requested to have their name added to the project contact list and indicated that they hope Hydro One is careful and thoughtful and may want feedback from the Toronto Wildlife Centre.
September 8, 2016	Email (Sent)	Interested Person	Hydro One	Hydro One emailed an interested person in response to their email on September 7, 2016 regarding their interest in the biodiversity workshop. Hydro One stated that they have added their name to the project contact list and made a note to invite the Toronto Wildlife Centre to the biodiversity workshop.
September 27, 2016	Mail and hand delivery	Potentially Affected and Interested Persons	Hydro One	Residential, commercial and industrial property owners and local residents that may be potentially affected and are located within an approximate distance of 250 m from the proposed project work areas were contacted directly through notification hand delivery and/or Canada Post mail notifying them of the completion of the draft ESR.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
				The notification stated that the 47-day public review and comment period for the draft ESR would take place from September 29, 2016 to November 14, 2016. The notice included information regarding Part II Order requests, locations of hardcopies (i.e., libraries) and that the draft ESR would be available on the Hydro One project website.
September 27, 2016	Email (Sent)	Potentially Affected and Interested Persons	Hydro One	Hydro One emailed stakeholders providing a project update and notifying them that the replacement of the overhead shield wire notifying them that the replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT has been postponed and will no longer be assessed in the draft ESR. Hydro One stated that they are currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. Hydro One noted that the 47-day public review and comment period for the draft ESR will be from September 29, 2016 to November 14, 2016. Hydro One noted that additional information was available in the ad attached in the email, and the ad was mailed to residents in the study area and placed in local newspapers the week of September 26, 2016.
September 29, 2016	Email (Sent)	Todmorden Mills Wildflower Preserve	Hydro One	Hydro One emailed the Todmorden Mills Wildflower Preserve, providing the link to the draft Environmental Study Report. Hydro One provided an electronic version of the routing evaluation matrix to the Todmorden Mills Wildflower Preserve as requested. Hydro One requested to be notified if the Todmorden Mills Wildflower Preserve requires hardcopies so that Hydro One can arrange to meet and provide them.
October 3, 2016	Email (Sent; Received; Sent)	Interested Person	Hydro One	Hydro One emailed an interested stakeholder, confirming that the draft ESR is now available online and provided the link. Hydro One noted that the draft ESR is available for a 47-day public review and comment period, until November 14, 2016. Hydro One requested to be notified if the stakeholder would like to be added to the project contact list. The interested stakeholder responded by email to Hydro One at 1:53 p.m. thanking Hydro One for notifying them and confirming that they wish to be added to the contact list. Hydro One responded by email to the stakeholder at 2:28 p.m. stating that the stakeholder has been added to the project contact list.
October 17, 2016	Email (Received)	Corbett Land Strategies on behalf of a business owner	Hydro One	Hydro One received a letter via email from Corbett Land Strategies, on behalf of the business owner at 681 Warden Avenue, containing their response to the Notice of Completion of the draft ESR. Corbett Land Strategies noted that the business owner is planning to expand the Public Self-Storage business on site. The letter inquired if Hydro One anticipates work on any of the remaining infrastructure up to the Main TS point and if Hydro One anticipates any interruptions to hydro services to the area during construction. Corbett Land Services requested to be included on the project update list so that they are apprised on the finalization of the ESR and the overall advancement of the project. Corbett Land Services requested that their representative be notified if Hydro One has any concerns or questions regarding the expansion plans of the APD Public Self-Storage facility at 681 Warden Avenue.
October 18, 2016	Email (Sent)	Corbett Land Strategies on behalf of a business owner	Hydro One	Hydro One emailed Corbett Land Strategies, representatives of 681 Warden Avenue, and thanked them for their October 17, 2016 letter. Hydro One stated that they will provide a response shortly.
October 18, 2016	Email (Received)	Interested Person	Hydro One	Hydro One received an email from an interested stakeholder requesting a map showing the waterways around the project. The interested stakeholder noted seeing a map in a newspaper advertisement that showed the project and requested that Hydro One provide an explanation about what will happen to the rivers and river beds. The interested stakeholder noted that it looks like Hydro One is planning to work at the edges of the map but noted that the word 'future' is in the advertisement.
October 19, 2016	Email (Sent)	Interested Person	Hydro One	Hydro One emailed an interested stakeholder in response to their email inquiry from October 18, 2016 regarding mapping and rivers. Hydro One provided the natural features map which shows rivers and bodies of water within the study area to the interested stakeholder and provided a link to the project website. Hydro One explained that the majority of work is not expected to affect water resources and explained in detail their mitigation effort for an intermittent creek. Hydro One directed the interested stakeholder to the draft ESR and noted that the relevant sections relating to surface water resources. Hydro One inquired if the interested stakeholder would like to be added to the stakeholder contact list to receive project updates as they become available.
October 20, 2016	Email (Sent)	Corbett Land Strategies on behalf of a business owner	Hydro One	Hydro One emailed Corbett Land Strategies in response to their email on October 17, 2016 regarding their project inquiries. Hydro One stated the replacement of existing ageing underground 115kV cable is required between Leaside TS and Todmorden JCT and Lumsden JCT and Main TS, as shown on a map attached to the email. Hydro One stated that the new cables will be installed in modern concrete duct banks and some work is required at Main TS to replace equipment directly attached to the underground cables. Hydro One answered Corbett Land Strategies' question regarding service interruptions to hydro services by stating that no power interruption to local homes or businesses are anticipated to occur as a result of project construction. Hydro One noted that they have forwarded Corbett Land Strategies' request to be contacted if Hydro One has any concerns or questions regarding the expansion plans of the APD Public Self-Storage facility at 681 Warden Avenue. Hydro One confirmed that they have added the Corbett Land Strategies' representative to the project contact list.
October 20, 2016	Email (Received)	Interested Person	Hydro One	Hydro One received an email from an interested stakeholder in response to Hydro One's email response to them on October 19, 2016. The interested stakeholder thanked Hydro One for their detailed response and requested to be added to the stakeholder list. The interested stakeholder stated that they saw water pollution studies being conducted in the valley where water samples were taken. The stakeholder expressed concern about disruption of the river bed. The stakeholder stated that based on their understanding, Hydro One is using the above ground power lines (located where the drilling was taking place).
October 21, 2016	Email (Sent; Received)	Interested Person	Hydro One	Hydro One emailed an interested stakeholder in response to their email from October 20, 2016. Hydro One stated that they have added the stakeholder to the project contact list so they will receive project updates as they become available. Hydro One stated that they do not believe that they have been drilling into the ground to take water samples as part of the project. Hydro One stated that they can investigate further if the interested stakeholder can provide an exact location. The interested stakeholder responded by email to Hydro One at 4:41 p.m., providing more detailed information on the exact location that they observed the drilling. The interested stakeholder stated that the drillers had said they were testing water for pollution underground as they were planning on digging a big hole and putting in a new sewer system.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Date	Method	Stakeholder Contact(s)	Project Team Member(s)	Communication Summary
October 26, 2016	Email (Sent; Received)	Interested Person	Hydro One	<p>Hydro One emailed an interested stakeholder in response to their email inquiry on October 21, 2016. Hydro One stated that they have investigated and believe that the water pollution studies observed by the interested stakeholder is not related to the Leaside to Main Project. There were no field studies for the Leaside to Main Project occurring during the time frame in question. Hydro One suggested that the interested stakeholder follow-up with the MOECC or the City of Toronto to see if they have information.</p> <p>The interested stakeholder responded by email to Hydro One at 6:16 p.m. thanking Hydro One for investigating and providing information about the project.</p>
November 11, 2016	Email (Sent)	Potentially Affected and Interested Persons	Hydro One	<p>Hydro One emailed stakeholders to remind them that the 47-day public review and comment period for the draft ESR will end on November 14, 2016. Further information was provided in the notice attached to the email. Hydro One provided the link to the draft ESR on the project website and stated that hard copies are available as listed in the notice.</p>
November 17, 2016	Telephone (Received)	Interested Person	Hydro One	<p>An interested stakeholder telephoned Hydro One inquiring where construction would begin for the proposed project.</p> <p>Hydro One telephoned the interested stakeholder in response to their inquiry about project construction. The interested stakeholder inquired if the construction in the area would begin at Lumsden JCT or at Main TS. Hydro One stated that this would depend on the contractor and Hydro One will notify the community when more details are available, likely via a pre-construction PIC. The interested stakeholder accepted this answer.</p>

January 27, 2016

[Organization/Interest Group]
[Address]

RE: Working to ensure a reliable supply of power to your community

Dear Sir/Madam:

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to refurbish existing underground transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and minimize the risk of future power interruptions. The project area, including existing Hydro One infrastructure, is shown on the attached map.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission cable that are approaching their end-of-life and require replacement. These cable sections run approximately 1 km between Leaside Transformer Station (TS) and Todmorden Junction (JCT), and approximately 1.5 km between Lumsden JCT and Main TS.

Through the Class EA, Hydro One will assess two options for the underground cable replacement between Leaside TS and Todmorden JCT. These options are described as follows and are shown on the attached map:

Option 1: Installation of new 115 kV underground transmission cables along the **existing route**.

Option 2: Installation of new 115 kV underground transmission cables along an **alternate route**.

No feasible alternatives have been identified for the underground cable replacement between Main TS and Lumsden JCT.

The replacement of underground cables is subject to provincial *Environmental Assessment Act* approval and is being planned in accordance with the approved *Class Environmental Assessment for Minor Transmission Facilities*. The Class EA was developed as a streamlined process to ensure that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner. Subject to the outcome of the Class EA, construction on the underground cable sections may begin by the end of 2016.

In conjunction with the underground cable replacement, Hydro One will take the opportunity to replace and upgrade the overhead shield wire (skywire), used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT. Upgrading the shield wire with modern technology will enhance Hydro One's ability to monitor and control the transmission network. This upgrade is not subject to the *Environmental Assessment Act*.

Hydro One recognizes the need to begin consultation in the preliminary stages of project planning and has initiated consultation with municipal representatives and government agencies.

Public Information Centres (PICs) are scheduled for February 8th and 10th, 2016. The purpose of these PICs is to provide interested parties and groups the opportunity to learn more about the project and the Class EA process as well as to provide feedback and discuss any questions/concerns with our project team. Please see the enclosed newspaper ad for additional details regarding the upcoming sessions.

In the interim, we welcome your comments and feedback on the Leaside to Main Infrastructure Refurbishment Project. If you wish to be added to the project contact list to receive project updates, please contact me at (416) 345-6799 or Community.Relations@HydroOne.com. Information and updates regarding this project are also available on our website at <http://www.hydroone.com/Projects/LeasidetoMain>.

Sincerely,



Stephanie Hodsoll
Community Relations
Hydro One Networks Inc.

Monday, October 17, 2016

Hydro ONE Networks Inc.

483 Bay Street, North Tower, 14th Floor

Toronto, ON M5G 2P5

Community.Relations@HydroOne.com

Attn: Paul Dalmazzi, Environmental Planner

Re: Inquiry pertaining to '**Notice of Completion of DRAFT Environmental Study Report – Leaside to Main Infrastructure Refurbishment Project**'

Mr. Dalmazzi,

Corbett Land Strategies (CLS) represents a business owner within the Class EA Study Area for the '*Leaside to Main Infrastructure Refurbishment Project*'. Access Property Development (APD) operates a Public Self-Storage business at 681 Warden Avenue (Site) and there are plans to expand the business on Site. On behalf of APD, CLS has the following questions regarding the draft Environmental Study Report:

1. Is the work limited to the underground cable replacement between Leaside TS and Todmorden JCT as shown on the draft report mapping? OR does Hydro ONE anticipate work on any of the remaining infrastructure up to the Main TS point?
2. Does Hydro ONE anticipate any interruptions to hydro services to the area during construction?

We would like to request that CLS be included on any mailing/correspondence lists to ensure that we are apprised on the finalization of the EA Study Report and the overall advancement of this project. Please use the following contact for any correspondence:

Matthew Palladina
Senior Associate
483 Dundas Street West, Suite 212
Oakville, ON L6M 1I9

We would also like to request that if Hydro ONE has any concerns or questions regarding the expansion plans of the APD Public Self-Storage facility at 681 Warden Avenue, that they promptly provide correspondence to the aforementioned CLS contact.

Thank you for the opportunity to comment and we look forward to hearing from you in the future.

Respectfully submitted;

Matthew Palladina

Matthew Palladina, B.Sc.
Senior Associate
matthew@corbettlandstrategies.ca

John B. Corbett

John B. Corbett, M.C.I.P., R.P.P.
President
john@corbettlandstrategies.ca

CC:
Frank Abrantes, General Manager – Access Property Development

NOTICE OF COMMENCEMENT

NOTICE OF COMMENCEMENT AND INVITATION TO PUBLIC INFORMATION CENTRES

Class Environmental Assessment Leaside to Main Infrastructure Refurbishment Project

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment to refurbish existing transmission infrastructure in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and to minimize the risk for future power interruptions.

Hydro One has identified two sections of underground 115 kilovolt (kV) transmission cable which are nearing their end-of-life and require replacement. These sections of underground cable, shown on the attached map, are located between:

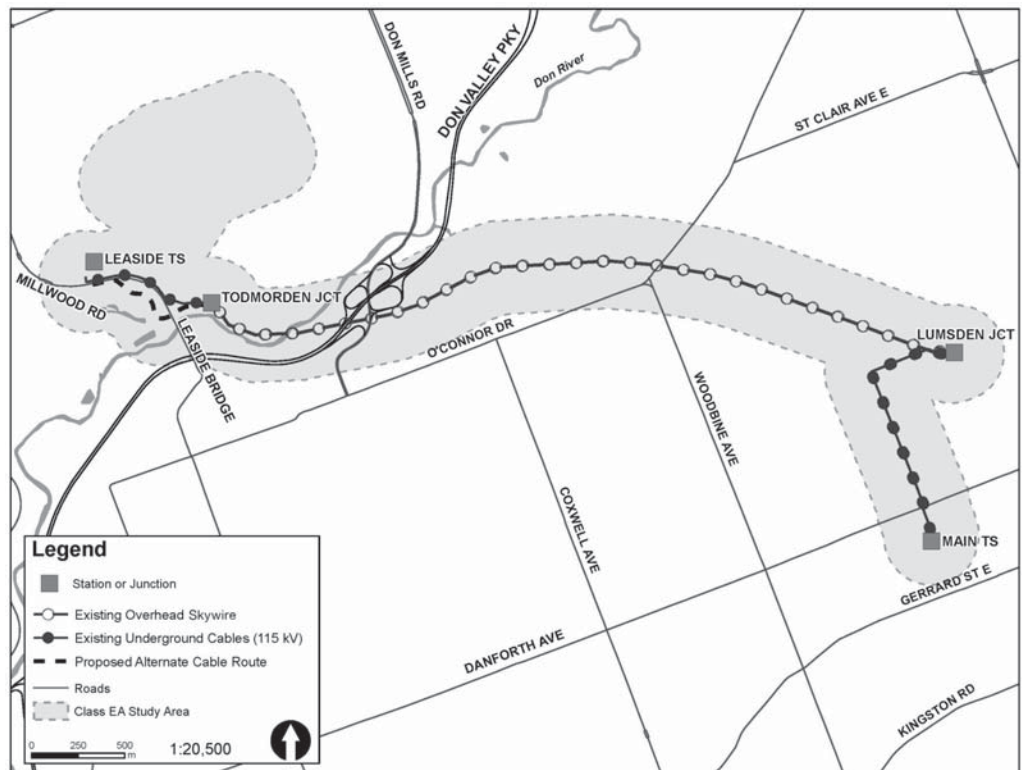
1. Leaside Transformer Station (TS) and Todmorden Junction (JCT)
2. Lumsden JCT and Main TS

Hydro One will also be replacing and upgrading approximately 5 km of the overhead wire (skywire), which serves to protect the transmission line from lightning, between Todmorden JCT and Lumsden JCT.

Project Approval Requirements

This project is subject to the provincial *Environmental Assessment Act* and is being planned in accordance with the *Class Environmental Assessment for Minor Transmission Facilities* (Class EA). Subject to the outcome of the Class EA, construction could begin by the end of 2016.

The Class EA process provides opportunities for public and stakeholder consultation, and your feedback is very important to us. Members of the public, businesses, stakeholder groups, First Nations and Métis communities, government agencies and other interested parties are encouraged to participate in this process. We invite you to attend one of our upcoming Public Information Centres. At the Public Information Centres, Hydro One will provide more information about the project, discuss an alternative route for replacing the cable section between Leaside TS and Todmorden JCT, present environmental considerations and explain the approvals process. We encourage you to drop into one of the sessions to provide your input and discuss any issues or concerns.



PUBLIC INFORMATION CENTRES

Please join us on one of the following dates:

February 8, 2016

6:30 p.m. – 9:30 p.m.

**Stan Wadlow Community Centre
373 Cedarvale Avenue, Toronto**

February 10, 2016

6:00 p.m. – 9:00 p.m.

**Leaside Arena, William Lea Room
1073 Millwood Road, Toronto**

A second round of Public Information Centres will be held later in the year to present more detailed study information.

For More Information

If you would like more information about the project or wish to be added to the project contact list to receive project updates, please contact:

Stephanie Hodson

Public Affairs

Hydro One Networks Inc.

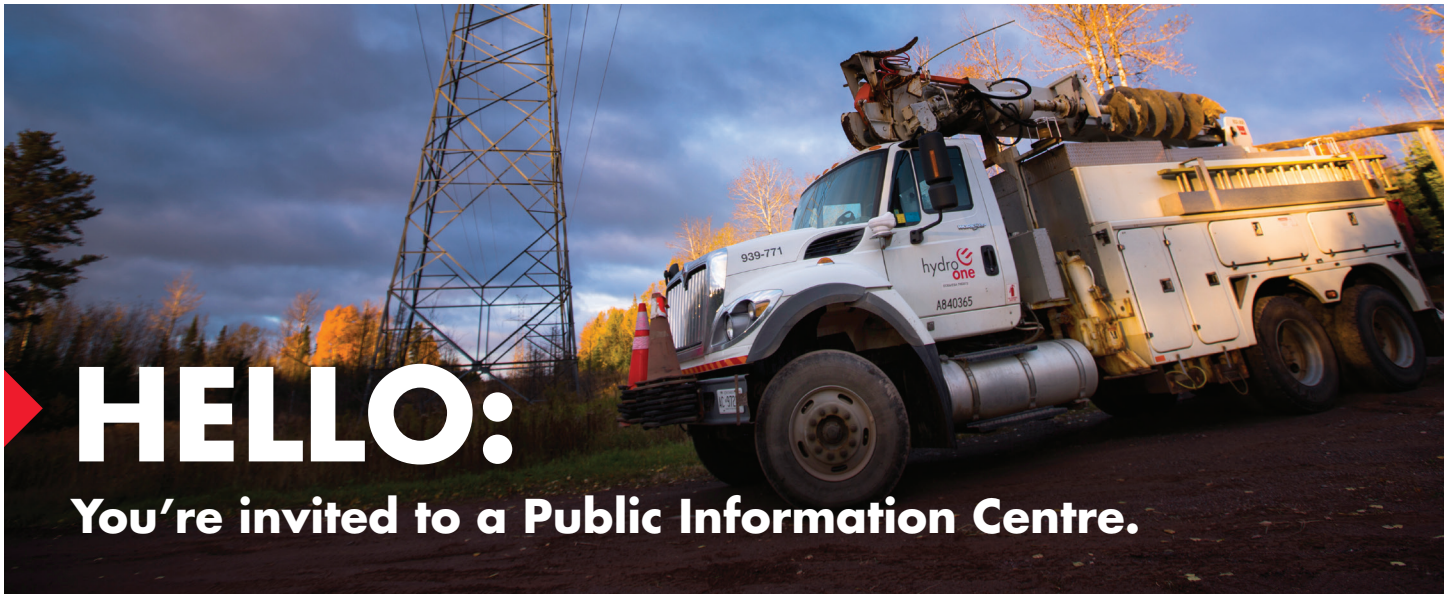
Tel: (416) 345-6799

Community.Relations@HydroOne.com

www.HydroOne.com/Projects/Leasidet>Main



Partners in Powerful Communities



HELLO:

You're invited to a Public Information Centre.

Leaside to Main Infrastructure Refurbishment Project

Come out to learn about how Hydro One is planning to strengthen the electricity transmission system in your area.

Ensuring a safe and reliable supply of power for homes and businesses across Ontario is Hydro One's top priority. An important step toward sustaining this commitment involves maintaining and renewing our infrastructure.

We are undertaking a Class Environmental Assessment to refurbish existing infrastructure located in the eastern part of downtown Toronto. This infrastructure is a critical component of Ontario's electricity grid and the supply of power to Toronto Hydro.

Hydro One has identified two sections of existing underground transmission cable which are nearing their end of life and require replacement. These sections, shown on the reverse map, are located between:

- 1. Leaside Transformer Station (TS) and Todmorden Junction (JCT)**
- 2. Lumsden JCT and Main TS**

The replacement of underground cables is subject to the provincial *Environmental Assessment Act* and is being planned in accordance with the *Class Environmental Assessment for Minor Transmission Facilities*.

In conjunction with this work, Hydro One will take the opportunity to replace and upgrade the overhead wire (skywire), used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT.

Public input and feedback is an important part of our planning process, and we want to hear from you. Please join us at one of our upcoming Public Information Centres to learn more about the proposed work in your community:

February 8, 2016
6:30 p.m. – 9:30 p.m.
Stan Wadlow Community Centre
373 Cedarvale Avenue, Toronto

February 10, 2016
6:00 p.m. – 9:00 p.m.
Leaside Arena, William Lea Room
1073 Millwood Road, Toronto

Members of our team will be available to provide further details on the project and answer your questions.

We hope to see you there!

Hydro One Community Relations
t: 416-345-6799
e: Community.Relations@HydroOne.com

www.HydroOne.com/Projects/Leasidetomain



Partners in Powerful Communities

PUBLIC INFORMATION CENTRE #1

Feedback, Comments and Questions Received During the February 8, 2016 Public Information Centre

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
General Project Information	Need for the Project	Hydro One stated that for the underground cable sections, the aging transmission infrastructure is reaching its end of life and needs replacement to maintain a safe and reliable supply of electricity to Toronto Hydro customers in eastern downtown Toronto. Hydro One also stated that replacing the existing overhead shield wire with new fibre optic wire will enhance Hydro One's ability to monitor and control the transmission network.
	General project information	Hydro One provided information to the attendees regarding the two route options. Hydro One noted that the preferred route would be initially presented ahead of the second PIC. Information on the evaluation of the route options and the selection of the preferred route were presented at the second round of PICs and in the draft ESR (sections 4.6.7 and 5).
	Attendees were interested in the location of the access roads that will be used by Hydro One during replacement of the overhead shield wire.	Hydro One spoke with attendees about the potential locations for the temporary access roads, and noted that access roads would be discussed further at the second round of PICs and in the draft ESR.
	An attendee inquired which project components are located in the project study area northeast of Leaside TS.	Hydro One noted that this portion of the project study area, identified on the project map, captures the laydown areas and vehicle/equipment access from the proposed project RoW north of Leaside TS.
	Project timelines	At this time the proposed timeline for the project is considered to be achievable. Updates will be provided to stakeholders in the event that variations to the proposed timeline are required.
Construction Methods	Attendees were interested in knowing which side of Main Street (east or west) will be impacted by the construction works.	The west side of Main Street would be physically impacted by the construction works, although the east side will still experience noise, dust and traffic disruption. See section 3.
	Attendees asked questions about the equipment that will be used for the proposed replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT.	Hydro One provided general information regarding proposed equipment to interested attendees. Construction methods were further discussed at the second round of PICs and are provided in the draft ESR (sections 4.6.7 and 6.2).
	Attendees asked questions regarding the existing and alternate route for the proposed underground cable replacement between Leaside TS and Todmorden JCT.	Hydro One provided information to the attendees regarding the two options. Hydro One noted that the preferred route would be initially presented ahead of the second round of PICs. Information on the evaluation of the route options and the selection of the preferred route was presented at the second round of PICs and in the draft ESR (sections 4.6.7 and 5).
	There was a general concern about Hydro One selecting the option and measures for the proposed underground cable replacement between Leaside TS and Todmorden JCT that are of least impact to the environment.	Hydro One noted this concern and mentioned that the criteria for the evaluation of routes would include effects on the natural environment. The evaluation of routes was presented at the second round of PICs and in the draft ESR (sections 4.6.7 and 5).
	An attendee noted a potential route option for the routing of the underground cable replacement section between Leaside TS and Todmorden JCT, close to Todmorden JCT. This route option would use an existing path and follow the Leaside Bridge.	Hydro One engineers reviewed the proposed third route option to determine whether it is feasible and can be included in the upcoming evaluation process. The third route was examined for feasibility. See section 5.1.
	Attendees asked about disposal of the old cable once it is removed.	Given that route option 2 has been selected for the section between Leaside TS and Todmorden JCT, the existing cable will be drained and capped.
	Attendees inquired about the construction methods to be used for the project.	Hydro One provided information to the attendees regarding the proposed construction methods. Hydro One noted that a more complete description of the construction methods would also be presented at the second round of PICs and in the draft ESR (sections 4.6.7 and 6.2).
	Attendees inquired about vegetation management during the proposed replacement of the overhead shield wire between Todmorden JCT and Lumsden JCT.	Some vegetation removal would likely be required for the shield wire replacement portion of the proposed project to facilitate access to the towers. Hydro One will be undertaking a biodiversity initiative for the proposed project in order to compensate for vegetation removal and other effects to the natural environment. A biodiversity workshop will be held at a future date to discuss the initiative with interested stakeholders.
Construction Duration	Attendees inquired about construction duration, including the estimated duration of construction activities and length of disturbance at any given time along Main Street.	Construction of the whole project will span over an approximate one year period, and work along roads (Main Street, Millwood Road) will be carried out in sections to minimize traffic disruptions. Section length and timing will depend on the selected contractor and on site conditions.
Materials	Attendees asked questions about the materials used in the existing transmission infrastructure and that will be used for the proposed replacements, including: <ul style="list-style-type: none"> - Reasoning behind the old cables being filled with oil, and whether the new cable will also be filled with oil. - Molecular structure of the cross-linked polyethylene to be used for the new cables. - Method used to weld copper for splicing. 	The old cables were laid in the 1950s and were the standard at the time. Oil in the cables serves as insulation and means to cool the cables if they are overloaded during extreme peak hours. With regard to the molecular structure of the cross-linked polyethylene, Hydro One thanked the attendee for the comment. A brief description of the new cables is provided in the draft ESR (section 6.1). Bonding of copper during splicing is done using CAD welding.
Access Restrictions	Attendees inquired about access restrictions to natural features, residences, and other features in the vicinity of the project during construction activities. Specific areas of interest included: <ul style="list-style-type: none"> - Access to trails leading to Taylor Creek Park. An attendee noted that it would be preferable if access to the creek is maintained while the overhead shield wire is being replaced as long as it is safe to do so. - Access to residential driveways. It was noted that most houses on Main Street have a laneway behind the house for parking access, which is accessed off Doncaster Avenue. - Access to sidewalks along Main Street. - Access to community garden located on Haldon Avenue (overhead shield wire replacement section). 	Hydro One will aim to minimize access restrictions to natural features, residences, and other features in the vicinity of the proposed project throughout construction, where feasible. Access restrictions required for construction will occur for short periods of time. Hydro One will disseminate information on the construction schedule in advance so the public is aware of the timing of potential access restrictions in the vicinity of the proposed project. Hydro One thanked attendees for their comments and stated that their feedback would be taken into consideration and incorporated into the draft ESR.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	<ul style="list-style-type: none"> - Availability of parking in the vicinity of the project, especially on Main Street where parking is limited. - Access to recreational areas along the overhead shield wire portion during construction. - Road access to the retirement home (True Davidson Acres) located near Lumsden JCT. - An attendee noted that it is appreciated that project construction will not disturb residential front yards. 	
Disruption of Community Activities	<p>Attendees expressed concern regarding potential disruptions to day-to-day activities in the community during construction activities including:</p> <ul style="list-style-type: none"> - Use of the dog walkers' off-leash park at Stan Wadlow Park near Cosburn Avenue and Cedarvale Avenue. - Tree planting event held north of Durant Avenue and O'Connor Drive annually with a Boy Scout group. 	Hydro One will aim to minimize disruption of community activities in the vicinity of the proposed project throughout construction, where feasible. It is anticipated that disruptions to community activities as a result of construction will occur for short periods of time.
Future Development	<p>Residents and City officials highlighted future development in the vicinity of the project that could overlap with the proposed construction works for the project, or that could be of interest for the planning process of the project:</p> <ul style="list-style-type: none"> - It was mentioned that development is being planned in the neighborhood close to Main TS, which may increase the need for electricity in the area. - Development is planned at 444 Lumsden Avenue (a Toronto Community Housing Corporation [TCHC] building). There are concerns regarding the potential overlap of this construction work with project construction. 	Hydro One will contact the management company for the property at 444 Lumsden Avenue to obtain further information on construction plans.
Recreational Resources	<p>An acting Natural Environment Specialist from the City of Toronto Parks, Forestry and Recreation Natural Environment & Community Programs, noted that a mountain biking trail is being planned by the City of Toronto close to Todmorden JCT. Public consultation about the development of the trail is currently being formalized. It was also noted that mountain bikers enjoy using the area around Todmorden JCT. In addition, it was noted that there is interest in the potential to develop a trail that could be added to the trail network once the construction work for the proposed project close to Todmorden JCT is completed (i.e., potential for the use of the cleared right of way as part of the trail network).</p>	Some of the work planned for the mountain biking trail (e.g., seeding) could potentially fall under the biodiversity initiative for the proposed project. A stakeholder workshop will be held at a future date to discuss the biodiversity initiative.
Participation in Future Project Meetings	<p>A City of Toronto Parks, Forestry, and Recreation representative noted interest in participating in the upcoming meeting for municipal-level stakeholders to be held by Hydro One for the proposed project. Attendees showed interest in future PICs, meetings and the community walks planned for the proposed project.</p>	City of Toronto Parks, Forestry and Recreation representatives were invited to the municipal coordination meetings (section 4). Notifications will be sent out to stakeholders ahead of time with information regarding upcoming engagement opportunities.
Potential Environmental Effects	<p>Concerns raised by attendees with regards to potential environmental impacts resulting from construction of the proposed project included:</p> <ul style="list-style-type: none"> - Soil compaction. - Noise during construction, the disturbance effects of noise on residents (particularly children), and whether the proposed project will abide to the noise by-law. - Tree removal. - Impacts on existing trails. - Traffic and parking, particularly on Main Street. - Impacts on environmental/natural heritage features. - Potential power outages and their effect on local households. 	<p>Potential environmental effects and proposed mitigation measures are described in the draft ESR (section 7).</p> <p>With regards to noise, Hydro One confirmed that construction of the proposed project will abide by the City of Toronto noise by-law.</p> <p>With regards to traffic and parking on Main Street, a Traffic Management Plan will be developed for the proposed project. Work areas along Main Street will be limited to one lane, where feasible, and that construction will be completed in sections to minimize disruptions. Effects to traffic and parking and the associated mitigation were further described at the second round of PICs and in the draft ESR (sections 4.6.7 and 7).</p>
Project Notices to Stakeholders and the Public	<p>Attendees commented on the notices that have been distributed by Hydro One for the proposed project to date:</p> <ul style="list-style-type: none"> - A City of Toronto representative noted that a colleague had only been informed about the proposed overhead shield wire replacement, and not the underground replacement. - A City of Toronto official asked whether the property at 444 Lumsden Avenue had been notified about the proposed project and PIC # 1. 	<p>Hydro One thanked the City of Toronto representative for bringing the miscommunication about the proposed project components to their attention, and confirmed that all notices for the proposed project delivered to date include both the underground and overhead components.</p> <p>Hydro One confirmed that all the residents at the property located at 444 Lumsden Avenue received a notification letter at their doors.</p>

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
Community Groups and Addresses Interested in the Project	A few community groups and addresses were explicitly mentioned throughout the course of the first PIC as having interest in the proposed project and receiving future notices about the proposed project, including: <ul style="list-style-type: none"> - An Environmental Interest Group representative. - Friends of the Don East. - Friends of Taylor Creek Park. - p. i. n. e. Project Group. - 75 Eastdale Avenue (residential building). - 2 Secord Avenue (residential building). 	These community groups and addresses are included, or would be included, in the stakeholder contact list for the project (see Appendix C).
Feedback on PIC	All attendees that filled out a comment form during the PIC noted that they found the PIC helpful in understanding the proposed project. Attendees also noted that they had an adequate opportunity to express their views and ask questions to the Hydro One Project Team about the proposed project.	All comment forms are included in Appendix C.
General Comments	An attendee noted that there is a house located approximately 50 m north of Main TS that has drainage issues on the east side of the house that have caused road and sidewalk resurfacing.	Hydro One thanked the attendee for their comment and noted that their feedback would be taken into consideration.
	Questions were raised about the terrain (i.e., steepness of the slope) close to Todmorden JCT.	Hydro One acknowledged that the slope close to Todmorden JCT is quite steep. Terrain conditions have been considered in the engineering studies for the proposed project and were considered in the evaluation of the route options for this portion of the proposed project (section 5).
	There was general discussion between the attendees and Hydro One about the existing transmission system and distribution system.	Information provided on both the existing transmission and distribution system to the attendees, and referred to the "Hydro One's Role in Delivering Electricity to Your Community" slide.
	A resident of the area asked why the capacity of the circuit is not being upgraded from the existing 115 kV capacity, given the perceived growth in the area.	The purpose of the proposed project is to replace aging infrastructure in the area. A capacity upgrade to the 115 kV line would have repercussions on other aspects of the transmission grid. If a capacity upgrade is required, direction would be provided by the Independent Electricity System Operator.
	It was noted by a resident of the area that, in their opinion, the EA on the underground cable replacement may not be a good use of Hydro One resources.	Hydro One thanked the attendee for their feedback and explained that this work falls within the description of work that is subject to the Ontario EA Act.
	An attendee inquired whether Hydro One is planning to implement similar projects across the city.	At this time the proposed project is the only project of this nature that is currently planned in Toronto. Hydro One stated that similar future replacements are possible as aging infrastructure reaches its end of life.
	An attendee inquired about the age of the aerial imagery provided.	The aerial imagery is all based on Google Earth imagery and should therefore be fairly recent. The Hydro One GIS team has confirmed that the aerial imagery was last updated in 2005.
It was mentioned by an attendee that Main Street has recently been resurfaced.	Hydro One thanked the attendee for the comment and noted that the feedback would be taken into consideration.	

Feedback, Comments and Questions Received During the February 10, 2016 Public Information Centre

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
General Project Information	Attendees asked questions to obtain a general understanding of the proposed works (i.e., location, overhead vs. underground components).	Information about the proposed project was provided to the attendees throughout the PIC, and several maps were available for discussion. Information on the proposed project and maps were provided on the proposed project website, at the second round of PICs, and throughout the draft ESR.
	Councillor of Ward 29 noted that the anticipated start date for construction of the proposed project seems tight considering the current stage of approvals.	At this time the proposed timeline for the proposed project is considered to be achievable. Updates will be provided to stakeholders in the event that variations to the proposed timeline are required.
	An attendee inquired whether the underground cables can be submerged without being damaged in the event of a flood.	The underground cables can be submerged without damage. The new cables will be encased in a concrete duct bank which will provide additional protection compared to the existing cables, which are direct buried.
	Attendees wanted to confirm if the proposed project would affect the Don Mills and Eglinton area.	Hydro One has taken this concern into consideration as part of planning process for the proposed project.
Construction	Attendees enquired about route options for the proposed project. One attendee was under the impression that Hydro One would want to follow the shortest route for the underground cable replacement between Leaside TS and Todmorden JCT (i.e., the existing route).	Following the shortest route (i.e., the existing route) may not necessarily be the best option; the alternate route could have less effects on the environment. Information on the evaluation of the route options and the selection of the preferred route were presented at the second round of PICs and in the draft ESR (sections 4.6.7 and 5).
	An MOECC representative inquired about the amount of soil that will be removed during construction, the depth of the trenches, and requested additional information on the concrete ducts that will be installed.	The volume of soil to be removed during construction will be confirmed as the proposed project advances through the planning process and closer to construction. The trenches will likely be approximately 2 to 3 m wide and about 1.2 m deep. Hydro One provided additional information on the concrete duct banks that will be installed for the proposed project.
	Attendees inquired about the staging of the construction for the proposed project.	Hydro One provided information known at this time with regards to the staging of construction of the proposed project. Hydro One noted that construction of the overhead portion of the proposed project is scheduled to commence in late 2016 / early 2017. Public tendering for the proposed project will occur after EA and other approvals are received.
	Attendees inquired about proposed project construction timelines and asked questions about the contractors that will be performing construction.	Construction of the proposed project could potentially begin as soon as early 2017, contingent of the outcome of the Class EA process, and will likely last for approximately one year. Construction of the underground sections will be completed by a contractor and the overhead replacement will be completed by Hydro One crews.
	Attendees inquired about the tendering requirements Hydro One will put forward with regards to the management of potential environmental effects during construction of the proposed project (e.g., dust generation).	The requirement for dust control will be stipulated in the tendering documentation to be released for project construction.
Materials	Attendees inquired about the number of crews that will be working on each underground segment.	Depending on the contractor, two separate construction crews may be working concurrently on the underground sections (i.e., one crew for each section).
	Attendees asked questions about the materials used in the existing transmission infrastructure and that will be used for the proposed replacements, including the ability to detect leaks of the oil in the old underground cables.	Hydro One provided information about the materials used in both the existing and new transmission infrastructure, and confirmed that the new cables will not be oil-filled but will instead consist of a cross-linked polyethylene (XLPE) sheath. Leaks from underground oil-filled cables are detected through oil pressure gauges.
Class EA Process	Attendees inquired about the next steps of the Class EA process and inquired about upcoming engagement opportunities.	Hydro One gave the attendees an overview of next steps (e.g., community 'Power Walks', second PICs), and the proposed timeline for the Class EA process.
Access Restrictions	Attendees inquired about access restrictions to natural features, residences, and other features in the vicinity of the proposed project during construction activities. Specific areas of interest included: <ul style="list-style-type: none"> - Traffic lanes affected by proposed project construction on Millwood Road. An attendee was under the impression that all lanes but one would be blocked along Millwood Road during construction of the proposed project. - Potential effects on the dog park proposed to be located on the site of a current parking lot near Don Mills Road. 	Hydro One will aim to minimize access restrictions to natural features, residences, and other features in the vicinity of the proposed project throughout construction, where feasible. Access restrictions required for construction will occur for short periods of time. Hydro One will disseminate information on the construction schedule in advance so the public is aware of the timing of potential access restrictions in the vicinity of the proposed project. Disruptions on Millwood Road will be minimized to the extent possible. Hydro One thanked attendees for their comments and stated that their feedback would be taken into consideration.
Potential Environmental Effects	Concerns raised by attendees with regards to potential environmental impacts resulting from proposed project construction included: <ul style="list-style-type: none"> - Impacts on the natural environment. - Dust, including proposed mitigation measures and the need of a dust management plan. - Potential contamination of the soil along the alternate route for the underground cable between Leaside TS and Todmorden JCT, and whether the soil would be tested for contamination prior to construction. - Impacts to the streetcar route on Main Street. 	Hydro One thanked attendees for their feedback and noted that it would be taken into consideration for the draft ESR. <ul style="list-style-type: none"> - Potential environmental effects and the proposed mitigation are described in the draft ESR (section 7). - Dust management will be implemented during project construction. - Boreholes will be drilled to test for soil contamination ahead of construction work. - Project construction is not anticipated to affect the streetcar route on Main Street.
Project Notices to Stakeholders and the Public	A representative of the MOECC inquired about the notification methods used to inform local residents about the proposed project, and the outreach area used for project notification purposes.	Hydro One provided an overview of the notification carried out to date for the proposed project (newspaper ads and flyer drop to local residents and businesses for Notice of Commencement and invitation to PIC, outreach to Councillors and local interest groups, etc.).
Public Feedback	A representative from the MOECC inquired about feedback that Hydro One has received about the proposed project from the community to date.	The overall feedback received about the proposed project has been primarily neutral or positive. There are a few concerns from stakeholders which have been recorded and are being taken into consideration throughout the planning process of the proposed project.
Participation in Future Project Meetings	Attendees showed interest in future PICs, meetings and the community walks planned for the proposed project.	Notifications will be sent out to stakeholders ahead of time with information regarding upcoming engagement events for the proposed project.
	The Councillor of Ward 29 noted that the community walk would be beneficial, and that there are environmental groups that may attend the community walk.	Hydro One thanked the Councillor for the feedback.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	An Advisor (Policy, Planning & Operations) for the Councillor of Ward 26 noted that the municipal-level stakeholders meeting would be beneficial.	Hydro One thanked the Advisor for the feedback, and noted that the Councillor has been invited to the municipal-level stakeholders meeting.
	A representative from the MOECC Toronto District noted that she is interested in participating in the upcoming meeting for municipal-level stakeholders to be held by Hydro One for the proposed project.	Hydro One thanked the MOECC representative for the interest in the municipal-level stakeholders meeting, and noted that the representative would be invited to the meeting.
Community Groups and Addresses Interested in the Project	The local Councillor listed a few environmental groups that are likely interested in the proposed project, and requested Hydro One to provide a list of these groups to her for review.	Hydro One will send the local Councillor a list of the groups listed at the PIC for her review. Hydro One has made sure that these groups are included in the stakeholder list for the proposed project (see Appendix C).
	An attendee suggested that the Leaside Property Owners Association might be a beneficial group to engage for promoting attendance at future PICs.	Hydro One thanked the attendee for their comment. Hydro One exchanged e-mail correspondence with the association regarding the proposed project in January 2016, and continues to engage the association for the promotion of PICs.
General Comments	An attendee noted that power outages sometimes affect local households. Specifically, an attendee noted that residents of a condominium building in Ward 26 Don Valley West have recently experienced light flickering at their homes. The attendee was not certain of who the electricity provider is for her residence.	Hydro One thanked the attendee for bringing this to their attention and suggested that Toronto Hydro is the provider of electricity to the residences in question.
	Attendees expressed interest in knowing the difference between the Hydro One and Toronto Hydro transmission systems.	Hydro One explained the difference between the Toronto Hydro and Hydro One transmission systems.

Leaside to Main Infrastructure Refurbishment Project



**Strengthening the transmission system in
your neighbourhood**

Welcome to our Public Information Centre

Meet our project team and learn more about:

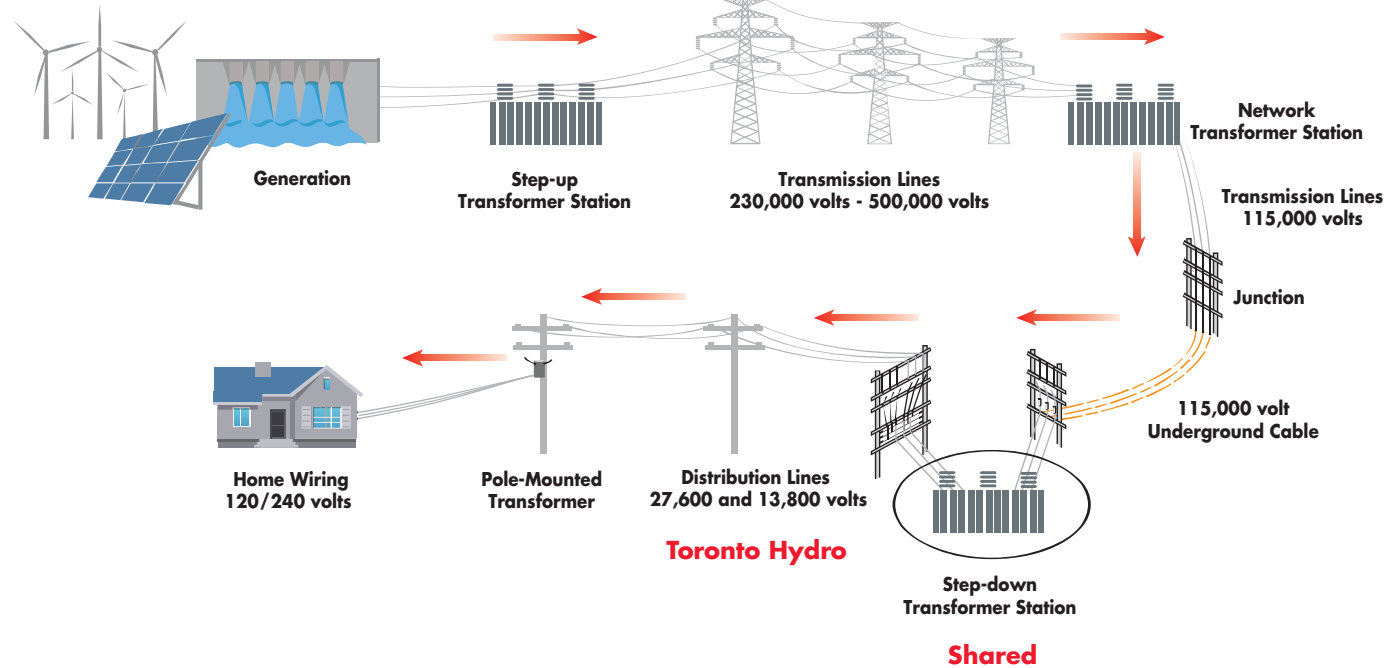
- The proposed project in your community
- The study area for the project
- The planning and approvals process
- Construction methods
- Next steps and opportunities for your participation

We're here to listen to your comments or concerns, obtain your feedback and answer your questions.

Hydro One's Role in Delivering Electricity to Your Community

Ontario Power Generation and Private Generation Companies

Hydro One



Proposed Project

To ensure a continued, reliable supply of electricity to the area, Hydro One will:

1. Replace two sections of existing underground 115 kilovolt (kV) cable located between:
 - Leaside Transformer Station (TS) and Todmorden Junction (JCT) and;
 - Lumsden JCT and Main TS
2. Replace existing overhead shield wire, used to protect the line from lightning, located between:
 - Todmorden JCT and Lumsden JCT

Project Infrastructure



Lumsden Junction

Junction:

The point where a transmission line switches from overhead infrastructure to underground cables

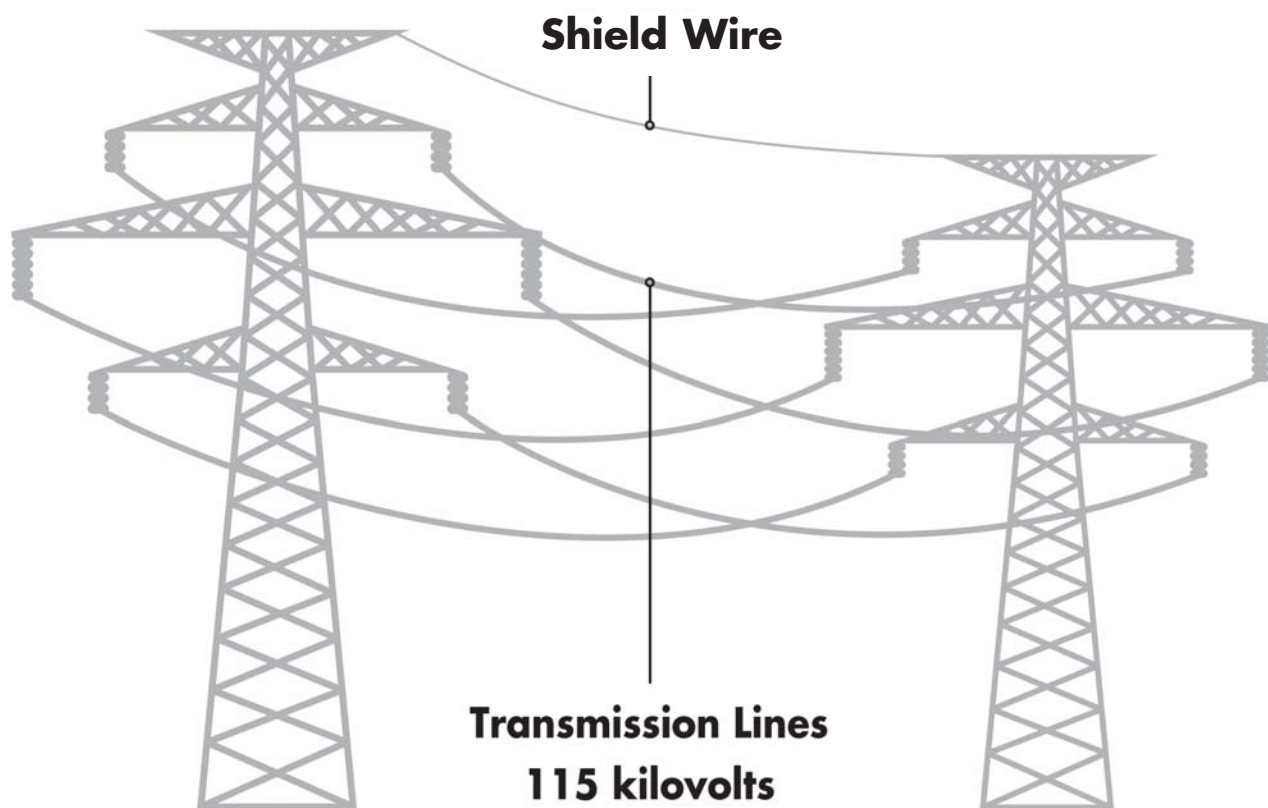


Leaside Transformer Station

Transformer Station:

A station with power transformers and other electrical equipment arranged to transfer power from one voltage level to another

Shield Wire

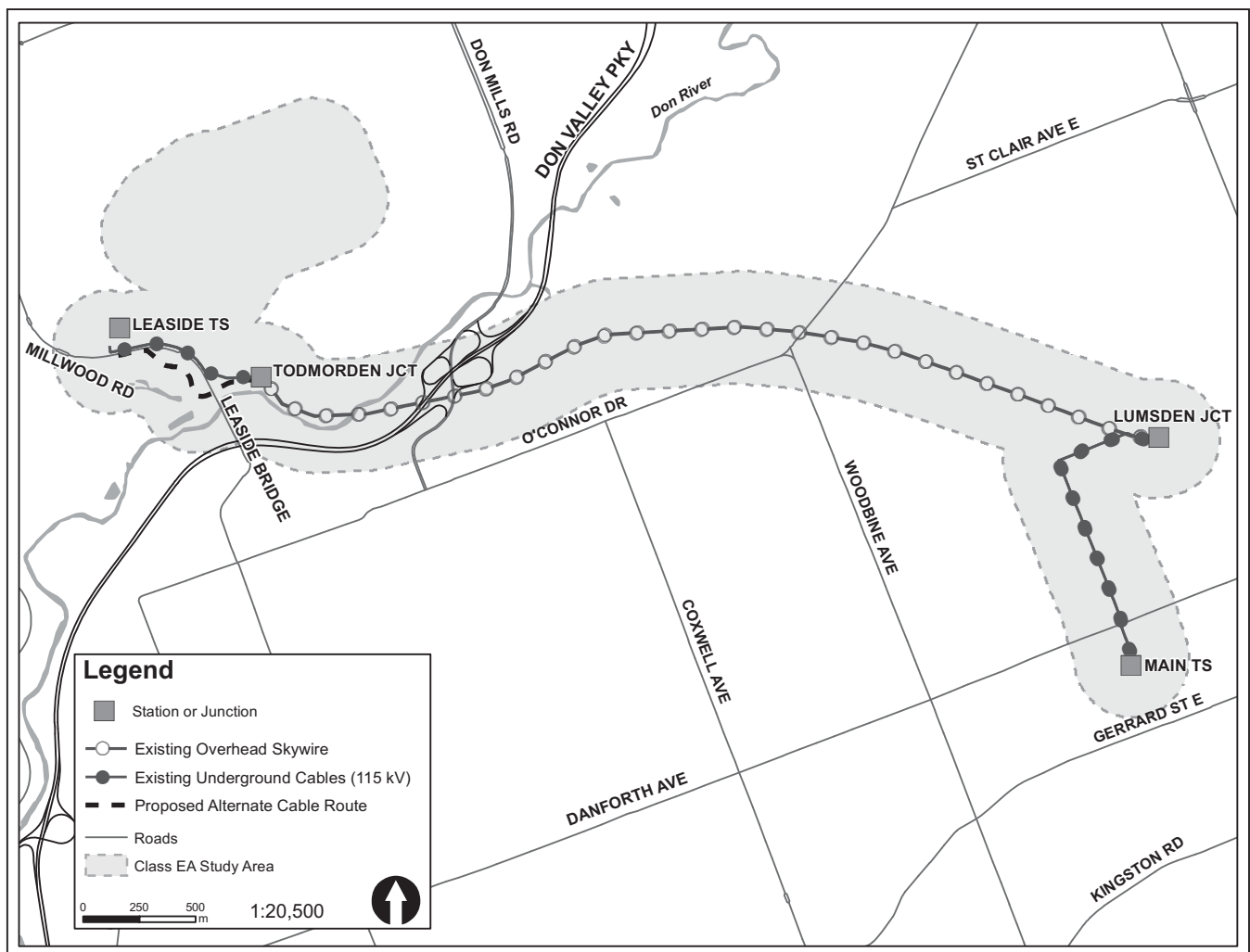


- Shield wire, also referred to as skywire, is used to protect our equipment from lightning and does not carry electricity

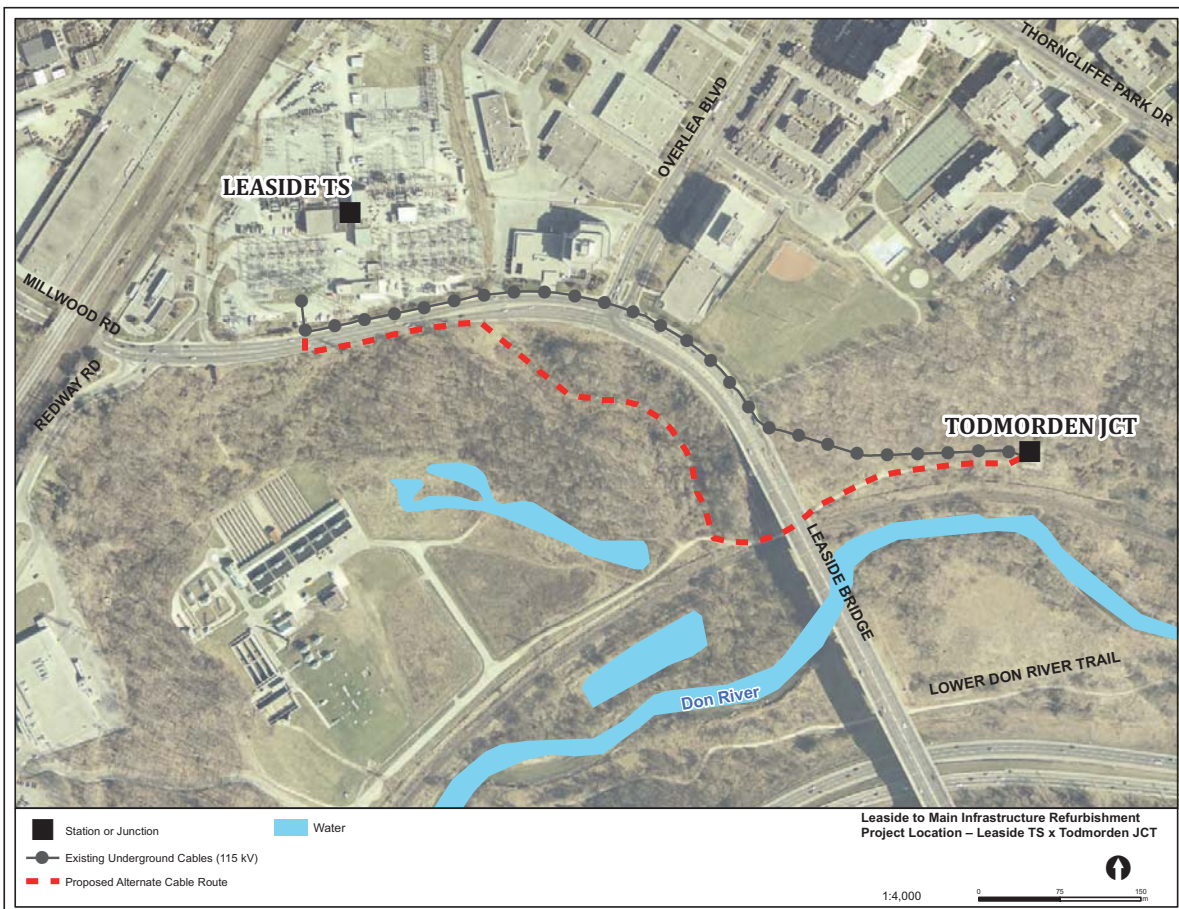
Need for Leaside to Main Project

- Hydro One must refurbish aging transmission infrastructure to ensure a continued safe and reliable supply of power to Toronto Hydro customers in the area and minimize the risk of future power interruptions
- The existing underground cables were installed in the 1950s and are approaching their end of life
- Replacing the existing overhead shield wire with new fibre optic wire will enhance Hydro One's ability to monitor and control the transmission network
- This project will strengthen and modernize the electricity grid that powers your city every day

Leaside to Main Project Study Area



Leaside TS to Todmorden JCT Underground Cable Route



- An alternate underground cable route option between Leaside TS and Todmorden JCT has been identified
- Both the existing and alternate routes will be evaluated through the Class Environmental Assessment process

Lumsden JCT to Main TS Underground Cable Route

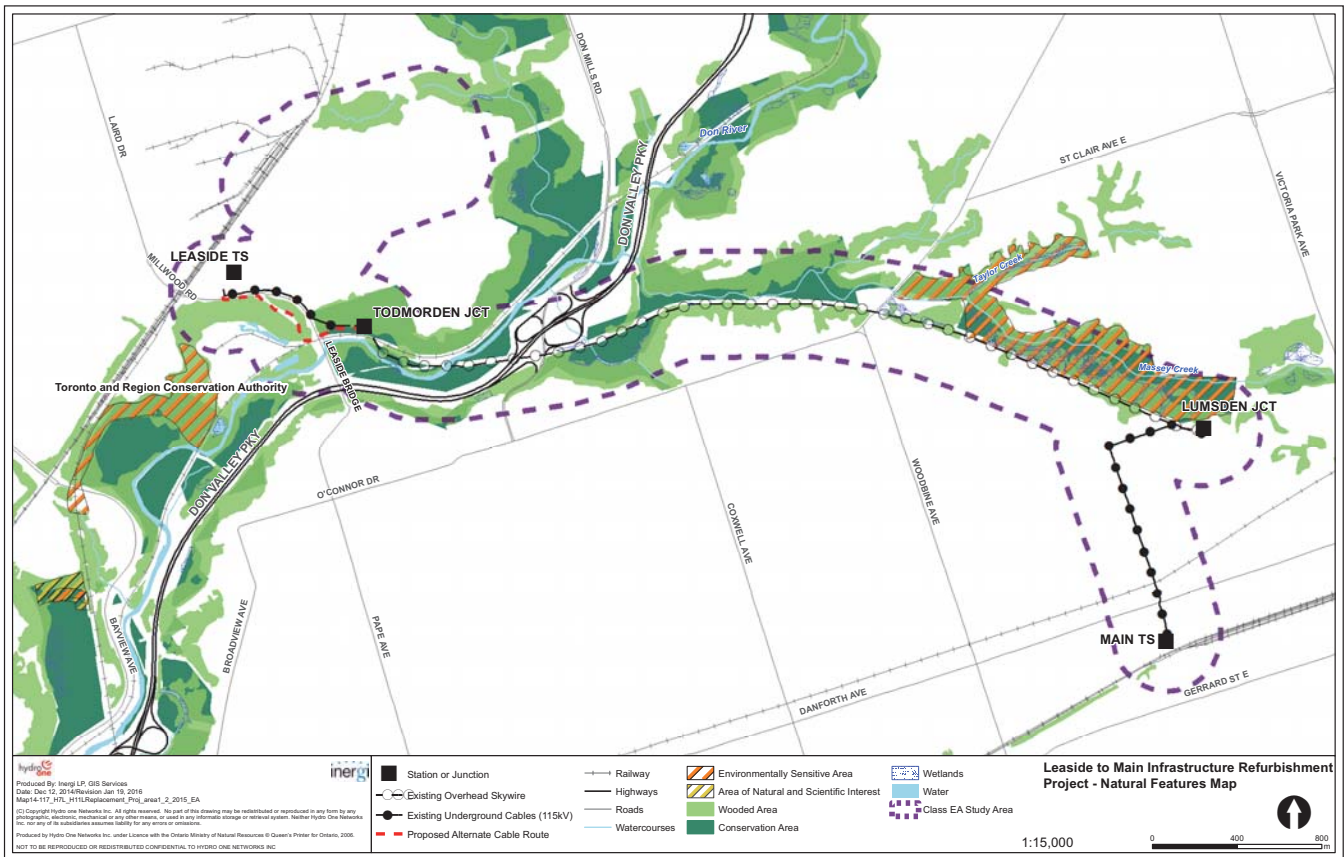


Todmorden JCT to Lumsden JCT Shield Wire Replacement



- Existing shield wire will be replaced with fibre optic wire, capable of monitoring and controlling high voltage equipment
- Shield wire replacement is not subject to the *Environmental Assessment Act*, but is included in the scope of this project

Environmental Features Map



Approvals Process

- The replacement of underground transmission cables is subject to the provincial *Environmental Assessment Act*, and is being planned in accordance with the process outlined in the *Class Environmental Assessment (Class EA) for Minor Transmission Facilities (1992)*
- The Class EA process is an effective way of ensuring that minor transmission projects that have a predictable range of effects are planned and carried out in an environmentally acceptable manner
- As part of the Class EA consultation process, a draft Environmental Study Report (ESR) will be available for a public review and comment period once studies are complete

Class Environmental Assessment

- If no concerns are expressed during the public review and comment period, a final ESR will be filed with the Ontario Ministry of the Environment and Climate Change (MOECC)
- If concerns are expressed during the review and comment period, Hydro One will attempt to resolve them to complete the Class EA process
- If Hydro One cannot satisfy all of the concerns raised during the review period, a written request (Part II Order) asking for a higher level of assessment (Individual Environmental Assessment) can be submitted to the MOECC

What does the Class EA Process Consider?

The Class EA process will identify potential project effects related to:

- Business and residential property owners
- Planned land uses and existing infrastructure
- Terrestrial and aquatic resources
- Environmentally sensitive areas
- Archaeological and heritage resources
- Recreational resources

Environmental Mitigation Measures

Measures to reduce, prevent or mitigate potentially adverse environmental effects during design, construction and operation could include:

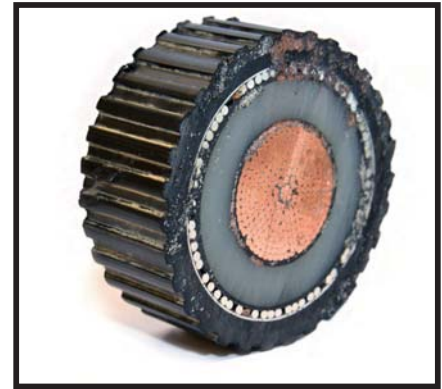
- Controlling noise, mud, dust, traffic disturbances and other nuisance effects during construction
- Protecting cultural heritage resources
- Minimizing soil erosion and compaction
- Minimizing effects on terrestrial and aquatic resources
- Environmental management during construction and operation

Please share your comments and feedback with us!

Replacing the Underground Cable



Example of trenching



Cross Linked
Polyethylene Cable

- Existing cables will be replaced with cross linked polyethylene (XLPE) cables, encased within concrete ducts
- Modern XLPE cables are easier to install and do not contain insulating oil
- Duct banks will be approximately 10 feet deep by 4 feet wide (3 m x 1.2 m)
- Surface trenching and installation of concrete duct will occur in short sections

Replacing the Shield Wire

- Crews will manually climb towers to pull new shield wire
- Temporary roads may be required for vehicle access to tower structures

Biodiversity

- Some vegetation may need to be removed to undertake construction activities
- During the Class EA, we will work with interested parties to ensure that adverse effects to vegetation and other natural features are avoided or mitigated where feasible
- A Biodiversity Initiative will be implemented to compensate for effects to the natural environment



Timeline

PUBLIC AND STAKEHOLDER CONSULTATION

Briefing for City of Toronto elected officials	December 2015
Class Environmental Assessment initiated	January 2016
Public Information Centre #1 <i>Introduction to project</i>	February 8 & 10, 2016
Community Walks in the project areas	Spring 2016
Public Information Centre #2	May/June 2016
Notice of Completion & Draft Environmental Study Report available for a 45-day review period	June - August 2016
Final Environmental Study Report filed with the Ministry of the Environment and Climate Change	August 2016
Anticipated start of construction	End of 2016, contingent on the outcome of the Class EA process

Your input is important to us

Thank you for joining us at this Public Information Centre.

Please join our project mailing list and complete a comment form before you go.

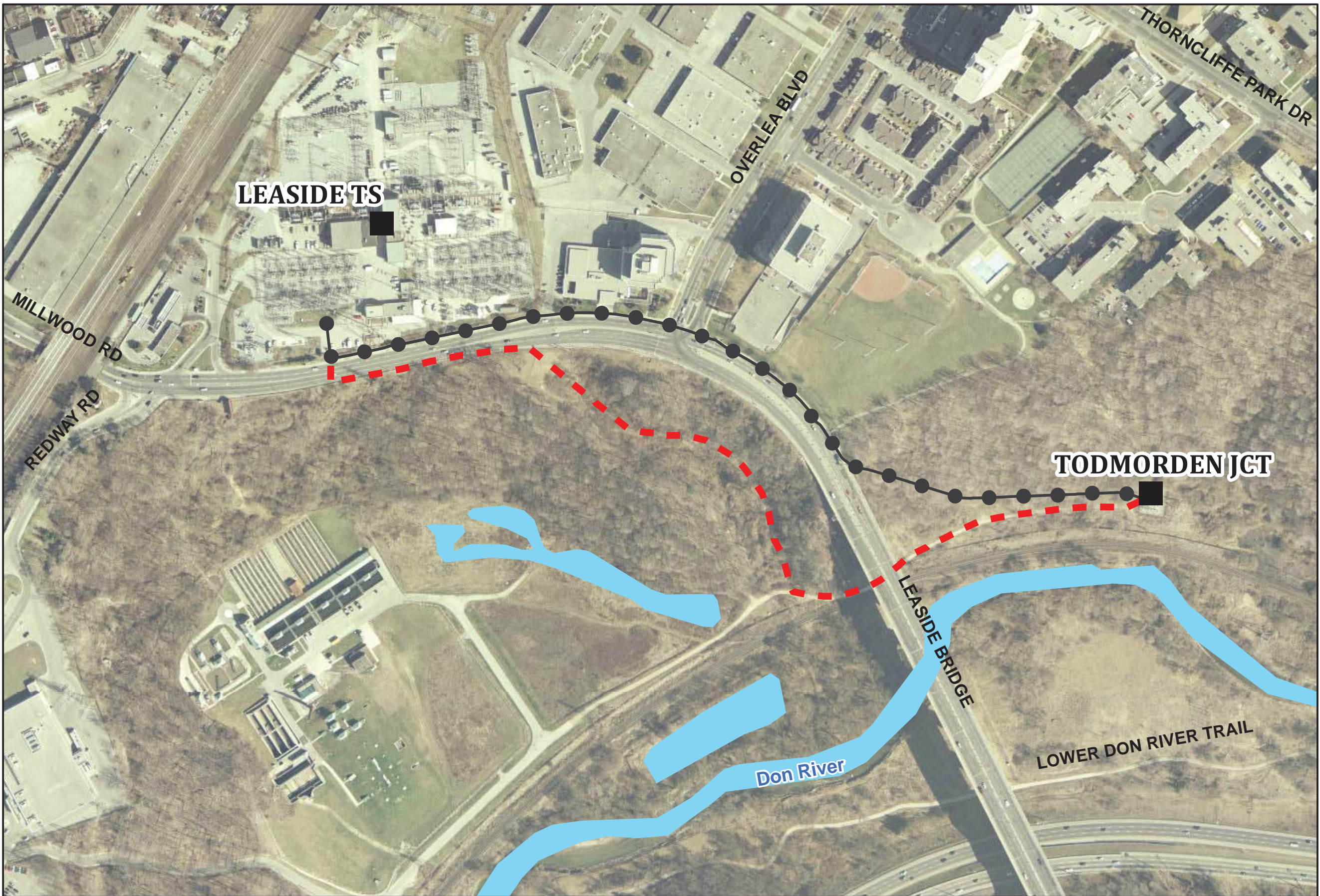
To share concerns or request information call or email us at:

Telephone: 416-345-6799

Email: Community.Relations@HydroOne.com

www.HydroOne.com/Projects/LeasidettoMain





LEASIDE TS

TODMORDEN JCT

MILLWOOD RD

REDWAY RD

OVERLEA BLVD

THORNCLIFFE PARK DR

LEASIDE BRIDGE

Don River

LOWER DON RIVER TRAIL

- Station or Junction
- Water
- Existing Underground Cables (115 kV)
- Proposed Alternate Cable Route

Leaside to Main Infrastructure Refurbishment
Project Location – Leaside TS x Todmorden JCT

1:4,000





- Station or Junction
- Existing Underground Cables (115 kV)

Leaside to Main Infrastructure Refurbishment
Project Location – Lumsden JCT x Main TS

1:6,000

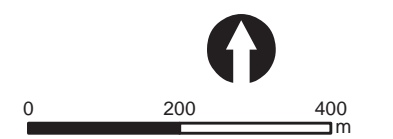




- Station or Junction
- Existing Overhead Skywire
- Water

Leaside to Main Infrastructure Refurbishment
 Project Location – Todmorden JCT x Lumsden JCT

1:10,000





COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
Public Information Centre #1
February 8, 2016, Stan Wadlow Community Centre

Thank you for attending Hydro One's Public Information Centre (PIC)! Please take a moment to answer a few questions, or take this comment form home and send it to us at your convenience. Your input and comments are important to us and helpful in planning this project.

1. Did you find tonight's PIC helpful in understanding the proposed project in your neighbourhood?
 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Would you be interested in participating in a community walk of the project area in your neighbourhood?
 Yes / No
4. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
(Additional space on reverse)

- Access to driveway along Main St.
- Traffic along Main St
- Noise during the day (will have tapping heat)
- Protection of environmental natural heritage features

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: [Redacted]

Mailing Address & Postal Code: [Redacted]

Tel: [Redacted] Email: [Redacted]

Please leave your comment form in the comment box at this meeting or send it to:
Dana Gardner, Hydro One Networks Inc.
483 Bay Street, 6th Floor, South Tower, Toronto, ON M5G 2P5
Tel. 416-345-6799; Fax: 416-345-6984; Email: Community.Relations@HydroOne.com

Please be advised that any of your personal information contained on this comment form will become part of the public record files for this project, and may be released, if requested, to any person, unless you state on this form that you do not consent to your personal information becoming part of the public record files and disclosed to any person upon request.



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2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
Yes / No
3. Would you be interested in participating in a community walk of the project area in your neighbourhood?
Yes / No
4. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
(Additional space on reverse)

already emailed

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: 

Mailing Address & Postal Code: _____

Tel: _____ Email: 

Please leave your comment form in the comment box at this meeting or send it to:
Dana Gardner, Hydro One Networks Inc.
483 Bay Street, 6th Floor, South Tower, Toronto, ON M5G 2P5
Tel. 416-345-6799; Fax: 416-345-6984; Email: Community.Relations@HydroOne.com

Please be advised that any of your personal information contained on this comment form will become part of the public record files for this project, and may be released, if requested, to any person, unless you state on this form that you do not consent to your personal information becoming part of the public record files and disclosed to any person upon request.



COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
 Public Information Centre #1
 February 8, 2016, Stan Wadlow Community Centre

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 (Additional space on reverse)

- street parking on Main St will be a Big issue
 it is very crowded as it is
 - It would be great to maintain access to the creek while the square is being replaced for as long as safety would allow

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: [REDACTED]

Mailing Address & Postal Code: [REDACTED]

Tel: _____ Email: [REDACTED]

also provided on sign-in sheets

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(Additional space on reverse)

I plan looks good! Appreciate the plan ~~not~~ not to disturb front yards.

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FACE-TO-FACE MEETINGS WITH BUSINESSES

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Summary of Issues and Concerns Raised by Businesses during Face-to-Face Meetings, February 17, 2016

ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
<p>Inquiry regarding why the existing cables are reaching their end of life after just 60 years (believed they should have been installed to last more than 100 years). Questions about compensation to business owners were raised.</p>	<p>Hydro One representatives explained that the underground cable is reaching the end of the lifespan typical for this type of equipment. The stakeholder was thanks for the feedback. Hydro One will make best efforts to ensure that construction doesn't impede regular business operations.</p>
<p>Stakeholder inquired about the timeline for trenching along Main Street and expressed concern about the impacts of this type of work to homes and businesses. Stakeholder also stated that this was going to be disruptive to the intersection of Main Street and Danforth Avenue. Stakeholder also mentioned the recreational impact to Taylor Creek Park.</p>	<p>There will be no below-grade work in Taylor Creek Park and the duration of disruption to recreational users is anticipated to be limited. Hydro One is aware that this work will have an impact on the area and will have appropriate signage in place to facilitate the construction process.</p>
<p>Stakeholder expressed concern about potential noise associated with construction. Stakeholder also expressed concern that they are not being updated about the proposed project by the property owner.</p>	<p>Hydro One will follow all noise bylaws.</p>
<p>Stakeholder expressed concern about traffic and requested that roads be blocked for a minimal amount of time. Concern about Hydro One trucks parking on the boulevard next to their business' windows with engines idling. The local business stakeholder requested that Hydro One have their drivers turn off their engines when their vehicles are parked.</p>	<p>Hydro One inquired if the local business stakeholder has visitors who drive to their office and if so, Hydro One inquired about the location of where they generally park. Hydro One will remind crews not to idle their engines and provide their contact information if the local business owner experiences diesel exhaust coming into their windows from idling Hydro One trucks.</p>
<p>Stakeholder inquired about the anticipated completion date of the project</p>	<p>At this time, the anticipated completion date for the construction of this project is December 2018.</p>
<p>Stakeholder expressed a preference for total road closure so that construction and road restoration can be completed faster. Also expressed preference for combining the proposed project with the proposed City road and sewer upgrades planned for 2017.</p>	<p>The stakeholder was thanked for their input.</p>
<p>A stakeholder expressed concerns about closures to the entrances of their building and experiencing power outages due to construction of the Leaside TS to Todmorden JCT section of the proposed project.</p>	<p>If the preferred route option is pursued between Leaside TS and Todmorden JCT, closures to the entrances of the building in question is not anticipated. It is not anticipated that local businesses or residences will experience any power outages as part of the proposed project.</p>
<p>The stakeholder expressed concern about the timing of construction and how long it would take. The stakeholder inquired if during construction, Hydro One will be able to make accommodations to driveway access if homeowners were moving and needed a moving truck to be available.</p>	<p>The proposed project is in the planning phase. Detailed project information will become available as the proposed project moves into the detailed design and construction phase.</p>
<p>Stakeholder stated that their organization holds a large meeting each year in April and expressed a concern over noise disruption during this time.</p>	<p>The stakeholder was thanked for their input.</p>

COMMUNITY “POWER WALKS”



HELLO:

You're invited to a community 'Power Walk'

Walk with us to learn how Hydro One is strengthening the electricity system in your neighbourhood.

You're invited to join Hydro One representatives on one of two 'Power Walks', to learn more about our Leaside to Main Infrastructure Refurbishment Project.

Ensuring a safe and reliable supply of power for homes and businesses across Ontario is Hydro One's top priority. Maintaining our equipment is part of this commitment. We are currently conducting a Class Environmental Assessment to modernize our infrastructure in the eastern part of downtown Toronto.

Hydro One has identified two sections of existing underground transmission cable which are nearing their end of life and require replacement. A walk will be held in each section of the project area as outlined below and shown on the reverse maps:

Power Walk #1 - Leaside Transformer Station (TS) to Todmorden Junction Section

When: Tuesday, May 31, 2016

Time: 6:15 pm – 7:30 pm

Where: Meet at corner of Millwood Road and Village Station Road, near Hydro One's Leaside TS (marked on reverse map). Closest TTC bus stops are marked on the map. Nearby parking available at Leaside Arena.

Power Walk #2 - Main Transformer Station to Lumsden Junction Section

When: Wednesday, June 1, 2016

Time: 6:15 pm – 7:30 pm

Where: Meet outside Hydro One's Main TS located at 131 Stephenson Avenue (marked on reverse map). Closest TTC subway station is Main Street. Street parking on Stephenson Ave.

Public input and feedback is important to us. We look forward to this opportunity to hear from you! We ask that you kindly RSVP by Friday, May 27. Please note these walks will be held rain or shine. Comfortable walking shoes are recommended.

t: 416-345-6799 e: Community.Relations@HydroOne.com

www.HydroOne.com/Projects/LeasidetoMain

Community Power Walk Location #1 – May 31



TTC Bus Stops
 (Routes 56 Leaside, 88 South Leaside)
 Millwood Rd. at Village Station Rd.
 Millwood Rd. at Redway Rd. South Side

Legend

- Existing overhead lines
- Existing underground cables
- Proposed alternate cable route
- Station or junction
- Meeting location
- Community walk route

Community Power Walk Location #2 – June 1



TTC Main Street Subway Station

Community Power Walk #2 Meeting Spot

MAIN TS

Feedback, Comments and Questions Received During Community "Power Walk" #1

Questions/Comments/Feedback from Attendees	Hydro One Response
How long will the new polyethylene cables last?	The new cables have a typical lifespan of approximately 30 to 40 years.
Would it ever be feasible to put more of (most of) Hydro One transmission lines in Toronto underground in order to avoid public outcry in the case of future ice storms and power outages as have occurred in the past?	It is Hydro One's preference to build all high-voltage transmission lines above ground, which is standard construction practice for electric utilities in North America. In most cases, underground cables are much more expensive to build, require excavation and cause soil disturbance during construction. Overhead lines are also easier to maintain. Underground cables are useful for very dense, heavily populated urban centres, but not feasible in all cases.
Who has ownership of existing RoW along the proposed alternate route?	Hydro One owns some of the lands and has easements on sections of other land with the City of Toronto and TRCA.
For route option 2, what construction method would be used to place underground cable across Millwood Road?	Construction across Millwood Road would include open trenching and burying of cables within plastic conduits encased in concrete duct banks.
Would there be any types of road closures along Millwood Road due to construction?	No complete road closures will be required during construction for either route option. Hydro One will try to minimize traffic disturbance during construction as much as possible. At any one time a maximum of two lanes would require closure (i.e., at least two other lanes would remain open).
Is consulting with TRCA and acquiring City Permits always part of the Class EA?	Yes, consultation with interested stakeholders (in this case, TRCA, City staff, City Councillors, members of the public, etc.) and identified First Nations communities regarding route selection, local concerns about recreational resources, safety and environmental considerations is a key part of the Class EA process. Throughout the project, Hydro One will adhere to City by-laws and will work with the TRCA towards vegetation restoration initiatives throughout and following construction.
Do the independent contractors retained for this work remain accountable to Hydro One's commitments (including protecting the ravine)?	Contracted companies must adhere to Hydro One's workplace code of conduct and general practices. Hydro One ultimately remains accountable for its contractors' work and will work closely with the selected contracting company during the construction phase to ensure they are operating responsibly.
Has Hydro One considered adding an extra conduit in concrete duct banks in case of future need?	During the early project planning stage, Hydro One analyzed a 30+ year forecast for regional energy demands within the project area, and determined there is no foreseeable need for extra cables or extra voltage. This type of information is always taken into account when planning projects of this type and size.
What is the difference between the old cables and the new ones?	During the community walk, Hydro One staff passed around and explained different cable types that will be used for the proposed project, including new shield wire and new cross-linked polyethylene underground cable. The difference between the old oil-filled cables and modern solid, polyethylene cables was also explained. The new cables will be the same voltage as the old cables (115 kV).
Some people voiced concern that the anticipated size of the trenching required may be underestimated. Although duct banks may be small in width (0.7 m to 1.2 m), attendees believed more space would be required to dig and fill around the cable.	Hydro One agreed that crews would require some extra space, however it was explained that the extent of road/sidewalk/ground that must be dug up can be minimized by using barriers, such as steel plates or wood, to prevent caving in on narrower trenches (a construction technique known as "shoring").
Is there any way to avoid cutting down of mature trees (e.g., oak trees) that are on top of the existing cable route?	If route option 1 were selected the oak trees would have to be removed. The duct bank cannot be re-located due to other existing underground infrastructure, and neither tunnelling nor directional drilling underneath the trees is feasible due to the space required for these methods. Removal of these trees will require a permit from the City of Toronto. Due to space constraints, damage cannot be avoided by going around or under these nearby trees. In addition, because this project involves open excavation, the removal of soil and some vegetation will be required for whichever route chosen. However, for route option 2, the cable would be placed along an already maintained Hydro One RoW, which would only require trimming/removal of lower growing vegetation as opposed to the removal of mature trees.
What would happen to the old (existing) cable if route option 2 is chosen?	Once the new cables are installed and energized, the old cable would be disconnected from the power grid, cut at both ends to drain the existing oil and then capped. The physical cable structure itself would remain in the ground, as the environmental effects of removal (i.e., alteration of soil, loss of vegetation, slope instability, and risk of erosion) would be disruptive and outweigh the potential environmental cost of leaving the capped cable in the ground.
Will the new cross-linked polyethylene cable be able to support any future increase in electrical demand in the area (e.g., electric car charging stations, TTC infrastructure upgrades)?	Yes, the cables will be sufficient to meet the voltage requirements for local distribution by the City of Toronto. Please note that during the early project planning stage, Hydro One analyzed a 30+ year forecast for regional energy demands within the project area, and determined there is no foreseeable need for extra cables or extra voltage.
What is the lifespan of the new cross-linked polyethylene underground cables? Does the cables' lifespan differ from the Hydro One demand forecast?	The new cables have a typical lifespan of between 30-40 years. Even with wear and tear, the life of the cables has the capacity to meet electricity demand over the 30+ years forecasted demand for electricity and good assurance that the cables can provide sufficient electrical output.
Will view from east side of Millwood Road/north of the Don Valley be negatively impacted? (Concern over keeping view/aesthetic of natural area pristine and not diminished by construction)	During construction, there will be a visual impact to the area from the proposed project, including vehicles, equipment and workers. In the long term, there will be minimal visual impact as the cables will be underground. Although some trees will be removed, there will be restoration plantings once construction is complete.
Concern was expressed that there would be reduced shade along the sidewalk of Millwood Drive.	Hydro One acknowledged this is important feedback that will be incorporated into the Class EA process when evaluating both alternatives (i.e., effects of removal of trees on Millwood Road).
Is Hydro One exempt from TRCA and City Ravine Policies?	Hydro One currently has a Memorandum of Understanding with Conservation Ontario (the umbrella organization for the various Conservation Authorities in the province) whereby Hydro One has committed to applying a number of best practices wherever possible and in turn does not require Conservation Authority permits for work related to the construction or maintenance of the electrical transmission system. However, Hydro One has been and will continue to work closely with the TRCA in order to obtain their feedback and address any concerns related to this undertaking. While Hydro One is often exempt from municipal by-laws, this varies widely by jurisdiction and Hydro One may not be exempt from any or all City of Toronto by-laws. As with the TRCA, Hydro One has been and will continue to work with City staff to obtain their feedback, address concerns and obtain whichever permits are applicable and required.

Feedback, Comments and Questions Received During Community "Power Walk" #2

Questions/Comments/Feedback from Attendees	Hydro One Response
Attendee raised concerns over frequent disturbances to local roads.	Hydro One thanked the attendee for this information and explained that while Hydro One agrees that coordinating these efforts would be beneficial, different work programs do not always allow for coordination.
One attendee noted that metal plates used during previous construction projects along Main Street were quite noisy.	Hydro One thanked the attendee for sharing her concerns and noted that steel plates may only be required for a short period of time as work is completed in sections.
Attendees had questions pertaining to the differences between Hydro One and Toronto Hydro.	Hydro One's role in the electricity system and province was shared and an introduction to the transmission and distribution system was presented. Hydro One explained that Hydro One transmits high-voltage electricity to Toronto Hydro where it is reduced in voltage so it can safely be distributed to their customers.
Attendee asked about transit disruptions and if buses will be re-routed during construction.	Hydro One noted that they are working with the TTC and City of Toronto to identify and mitigate potential impacts to transit as a result of project construction.
Attendee asked about construction methodology and whether tunneling would be an option.	Crews will be trenching and excavating the street in small sections in order to create room to install a concrete duct bank in which the cable will be encased. Hydro One confirmed a tunnel will not be used.
Attendee asked about whether transmission lines in rural areas are buried underground.	It is Hydro One's preference to build all high-voltage transmission lines above ground. This is a standard construction practice for electric utilities in North America. In most cases underground cables are much more expensive to build and include more excavation and soil disturbance when constructing. Overhead lines are also easier to maintain. Underground cables are suitable for dense, heavily populated urban centres such as Toronto, but not feasible in all cases.
Attendee asked about the current status of the project.	The project is currently undergoing the Class EA process. An introduction to the process as well as an outline of the anticipated construction timeline was verbally conveyed to community walk participants.
Attendee asked if the route along Main Street was marked and where the cable was located.	Hydro One indicated that there are spray paint markers along the road which indicate the approximate cable location. There are no manholes because the cable is currently direct buried. The existing cable runs from Main TS north across Stephenson Avenue and under the sidewalk along the west side of Main Street until it reaches Danforth Avenue. The cable then angles from underneath the sidewalk to directly under the southbound lane north of Danforth. As the cable reaches Lumsden Avenue, it turns east and travels under the south side of the street on Lumsden.
Attendee asked how deep the currently direct buried cables are.	The cables are currently buried approximately 2 m below ground.
Attendee asked about the 2013 ice storm a few years ago and how that impacted the transmission system.	Although the ice buildup from the storm affected distribution lines across the province, transmission systems in Toronto were not affected.
Attendee asked about how the underground cables are protected.	The new cables will be protected by a concrete encased duct bank. Images showing examples of the duct banks were shared with the attendee.
Attendee questioned whether Hydro One will be replacing the current cable in its existing location or if the existing cable will be left in place and the new cable will go in a tunnel.	The new cable will be buried and encased within duct banks in the same location as the existing direct buried cable, which will be removed. Hydro One follows the PPS (2014) to build infrastructure in existing locations where possible. Other options that were evaluated would be more disruptive to residents and the environment. It was conveyed that tunneling in this area is not an option.
Attendee asked about how long construction would take for this project and if weather could severely impact the project schedule.	A conservative estimate would be 10 m a day. This amounts to roughly six months to complete the section from Lumsden JCT to Main TS; however, this may depend on the contractor that is selected. It was noted that weather is not expected to severely impact the project schedule.
Attendees asked if there will be an ongoing road closure for the estimated 6 months that the project will require in this area. Safety and access concerns were expressed multiple times for open trench work.	A road closure is not be required for the entire street as the work will be completed in small sections. This would likely require partial lane restrictions in small sections. Trenches will be closed after work is complete in that section and steel plates will be used to safely close areas where trench work is in progress to ensure public safety as well as for driveway access if necessary. Barricades may also be used to address safety concerns.
Attendee asked if the work will lead to service disruptions.	Hydro One reassured the attendee that there are no planned power interruptions required for this work. This area has a redundant supply available from Leaside TS, allowing Hydro One to reroute power to ensure power supply to the area.
Attendee asked about sewer work along Main Street and if this work will be paired up with that. Another attendee agreed that it would be best to hold back the work for pairing if the timelines are similar.	Hydro One will continue to be in contact with the City throughout the planning process.
Attendee asked about the location of the laydown area required for this work. In response, an attendee suggested that a playground or landscaping should be done in that area after, along with safe crossing and access (e.g. path and stairs) to that area after construction is complete. An attendee also suggested that Hydro One speak with the residence council and senior management at True Davidson.	Hydro One stated that currently the plan involves using property owned by Hydro One located close to Lumsden JCT and True Davidson Acres home for the laydown area. Hydro One thanked attendee for that suggestion and noted that requests of this type will be considered as the project proceeds through the Class EA planning/construction process. Hydro One has previously been in touch with True Davidson staff, and agreed to reach out to the additional contacts suggested.
Attendee inquired whether digging approximately 2m downwards would affect trees.	Hydro One informed the attendee that there is not a lot of flexibility to re-route, however best efforts will be made to minimize interference with trees.
Attendee asked about what studies have been conducted for this project (e.g. air and pollution).	Hydro One has engaged an environmental consultant to conduct background research on a number of environmental aspects of the study area, including a review of atmospheric data. For the scope of this project, the only effects to the atmospheric environment will be localized noise, dust and vehicle/equipment emissions which will occur temporarily during the construction period. Hydro One stated that biological studies are still under way but vegetation studies, bird surveys, amphibian surveys, etc. will be done, along with other studies and desktop research to establish baseline information. Information on the findings from studies and surveys will be included in the draft ESR.
With respect to the Leaside x Todmorden stretch of the project, an attendee asked about whether the existing cable will be left in the slope and if that will affect existing natural features.	If the alternate route is selected as the preferred option between Leaside TS and Todmorden JCT, the existing cable will be left in its place (drained of oil and capped) in order to minimize disruption to the environment.
Attendee inquired about whether Hydro One had talked to the TRCA about leaving the existing cable buried if the alternate route was chosen between Leaside TS and Todmorden JCT.	Hydro One has been in discussion with the TRCA and they are not opposed to leaving the cable in place. Under Environment Canada regulations introduced in 2008, Hydro One has disposed of the majority of PCB-contaminated waste materials.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

Questions/Comments/Feedback from Attendees	Hydro One Response
Attendee also asked if there were PCBs in the existing cable.	It was confirmed that the existing cables were checked for PCBs and they contain extremely low concentrations of less than 2 ppm. The new cables will not contain PCBs as they are insulated with steel and do not contain any mineral insulating oil.
Attendee asked whether water flow in the creeks, rivers, etc. in the area will be studied as part of this project	Hydro One does not anticipate the project will affect water flows given that new equipment is being installed primarily in areas where existing infrastructure is located; however, a hydrogeological assessment will be included in the draft ESR.
Attendee asked about the impacts of the shield wire replacement portion of the project and whether any towers were being replaced as part of this project.	There will be minimal impacts to the environment for this portion of work, as it will involve the pulling of shield wire, through the tower structures. To replace this wire, crews will manually climb towers to pull the new shield wire between existing equipment. Temporary roads may also be required for small vehicle access to tower structures. No towers will be replaced as part of this project.
Attendee expressed that the towers between Todmorden JCT and Lumsden JCT look quite aged.	The existing towers are approximately 50 years old and have not reached their end of life. Hydro One conducts regular assessments of its assets to determine what infrastructure/assets require replacement/repair.
Attendee expressed concern over closing off the trail behind 75 Eastdale Avenue during construction and commented that the trail is well used. Attendee also commented that a new crosswalk is being put in by Goodwood.	Hydro One staff thanked the attendee for passing on this information and noted that that if interruption to this trail is required, only a short section will be closed at one time. Hydro One will make best efforts to minimize the length of disruption to this trail, if required.
Attendee asked who to contact at Hydro One if any questions arise about this work as construction progresses.	Hydro One staff stated that the attendee could contact Dana Gardner with any questions and that she will work closely with Dima Ostrovsky, Project Manager, to relay answers. Hydro One will be actively involved in communicating with neighbours throughout construction and will identify appropriate channels to communicate important construction information. This information will be provided in more detail prior to the construction stage of the project. Discussion ensued about possible types of communication opportunities Hydro One will be exploring including having a single point of contact on-site.
Attendee asked about EMF levels and if they are expected to change as a result of the project.	EMF levels are not expected to change as a result of this project. The new cables will have the same or less EMF levels as the existing cable. Hydro One offered to pass along Health Canada information on this topic should someone request it and also discussed the possibility of providing meters, which measure EMF, to property owners if they were interested.
Attendee questioned the longevity of the new cables and how Hydro One would know if the cables break before their anticipated end-of-life.	The new cables will have a lifespan of approximately 30 to 40 years. The new cables will consist of fibre optics, which will enable improved communication between our control centre and other equipment in the area and also help indicate when the cable is damaged or requires repair.
Attendee asked about privatization of the company and whether that would impact the project.	The need to replace this aging infrastructure has been identified to serve the eastern part of downtown Toronto and therefore must be completed. The privatization of Hydro One does not have an impact on the need to replace the infrastructure.
Attendee advised that there is a jaywalking issue by the intersection of Main Street and Barrington Avenue.	Hydro One thanked the attendee for this information and will plan accordingly (signage, notification) to ensure safety.
Attendee advised Hydro One staff to contact Mitch Stambler (Manager of Service Planning) to discuss about bus routes and traffic plans.	Hydro One thanked the attendee for this information and agreed to contact him.
Attendee raised concerns over access for pedestrians, especially the elderly and people with strollers, off of Stephenson Avenue onto Main Street. Attendee noted that there should be proper signage before and during construction as there are many cars that go along the bridge and do a U-turn to get into Stephenson Avenue.	Hydro One thanked the attendee for this information and informed them that Hydro One will be looking at different ways to ensure pedestrians and local residents are able to access this corner and maintain access to Main Street during construction. Hydro One is committed to ensuring there will be sufficient signage, early notice, and proper traffic planning to address potential safety concerns.

PUBLIC INFORMATION CENTRE #2

PROJECT UPDATE AND SECOND SERIES OF PUBLIC INFORMATION CENTRES

Leaside to Main Infrastructure Refurbishment Project

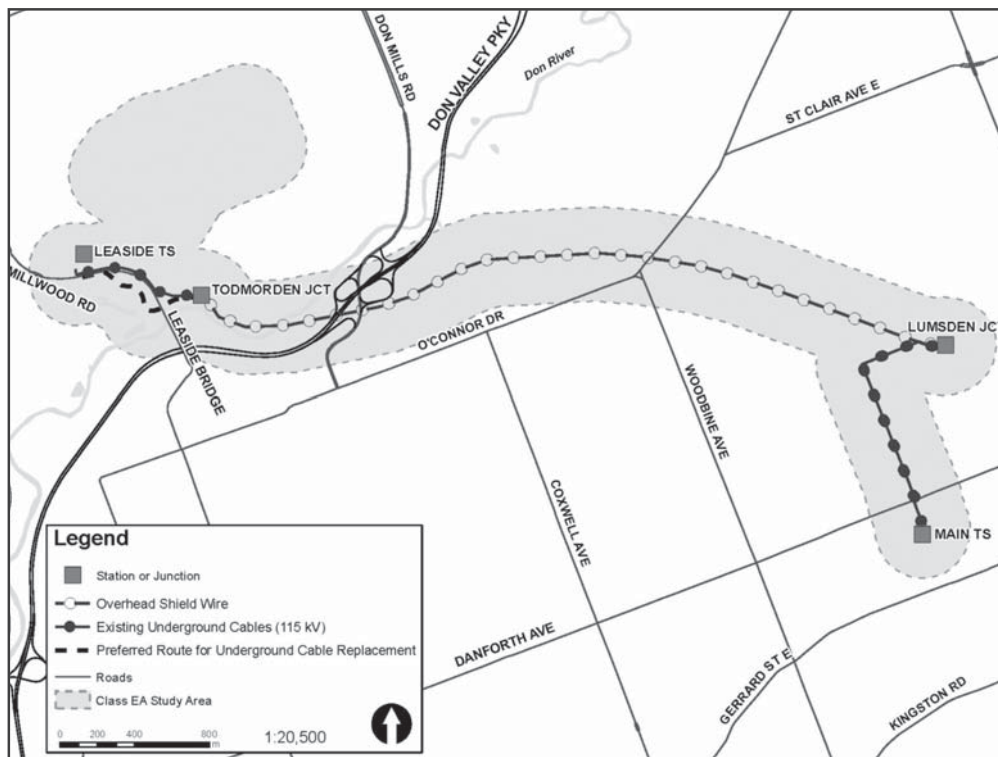
Earlier this year, Hydro One Networks (Hydro One) launched a Class Environmental Assessment (Class EA) to refurbish two sections of underground 115 kilovolt transmission cable in the eastern part of downtown Toronto. This work is critical to ensure an adequate and reliable supply of electricity to the area, and to minimize the risk for future power interruptions. In conjunction with this work, but not subject to the Class EA process, Hydro One will take the opportunity to replace and upgrade the overhead shield wire used to protect our equipment from lightning, between Todmorden JCT and Lumsden JCT.

Hydro One has now selected its preferred routing option for underground cable replacement between Leaside Transformer Station (TS) and Todmorden Junction (JCT), following analysis of technical, environmental and socio-economic factors, and First Nation, public and stakeholder feedback. The preferred route for the cable replacement is shown on the map above.

The underground cable between Main TS and Lumsden JCT will be replaced along the existing route, as no feasible alternatives were identified.

PUBLIC INFORMATION CENTRES

The Class EA process provides opportunities for consultation, and your feedback is very important to us. We invite you to drop in to one of our upcoming Public Information Centres (PICs). Members of the project team will be available to



discuss the preferred route selection between Leaside TS and Todmorden JCT, environmental studies, considerations and mitigation, and proposed construction methods. All sessions will provide information about the entire project.

NEXT STEPS

This fall, a draft Environmental Study Report (ESR) will be available for a 45-day review and comment period. Information on where to view the document and how interested parties may comment on the draft ESR will be advertised and posted on the project website.

PLEASE JOIN US ON ONE OF THE FOLLOWING DATES:

August 9, 2016

6:30 p.m. – 8:30 p.m.
Stan Wadlow Community Centre
373 Cedarvale Avenue

August 10, 2016

6:30 p.m. – 8:30 p.m.
Leaside Arena, William Lea Room
1073 Millwood Road

August 17, 2016

6:30 p.m. – 8:30 p.m.
Stan Wadlow Community Centre
373 Cedarvale Avenue

FOR MORE INFORMATION:

If you are interested in hearing more about this project but are unable to attend any of the PICs, and/or wish to be added to the project mailing list, please contact:

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Partners in Powerful Communities

Feedback, Comments and Questions Received During the August 9, 2016 Public Information Centre

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
General Project Information	Attendee inquired when the existing underground cables under route option 2 were installed.	Hydro One did not have the exact installation year available but noted that they would provide this information to the attendee. Hydro One (Public Affairs) phoned the attendee on August 11, 2016 to notify the attendee that the two existing underground cable circuits along that stretch were installed in 1982 and 1992.
	Attendee asked about the funding sources of the project and if there were any federal sources.	This project is funded by Hydro One and not by federal sources.
Route Evaluation Process	Attendee demonstrated strong interest in the route evaluation process and how weightings were allocated. Attendees commented that socio-economic issues were weighted too heavily and that it should not be equal to the natural environment category. Attendee also questioned what factors formed the First Nations category and if the end result was that there were no concerns, why they warranted 10%.	Hydro One elaborated on the route evaluation and selection process using a working copy of the evaluation matrix and explained what criteria contributed to the selection of route option 2. It was explained that the weightings were assigned based on consultation with the TRCA, City of Toronto, First Nations community, and stakeholders from a series of meetings, community walks, and the first PIC. Hydro One explained that because the project study area is within MNCFN's traditional territory, that their criteria and areas of interest must be included as part of the evaluation matrix.
	Within the natural environment category, attendee questioned why both options were ranked as medium on potential impact to vegetative cover. Attendee stated opinion that the options should be ranked as high as there are mature oaks that would need to be removed and trees that do not require removal are very sensitive to damage by the roots and will not survive if impacts. Attendees requested a tree inventory be completed to know exactly what trees are in the route options and which trees need to be removed.	The original route option 1 (with open trenching) would have warranted a ranking of "High" in the "Potential Impact to Vegetative Cover/Vegetative Communities" as the trees along the route option on the slope beyond Leaside Park would need to be removed. "High" would warrant removing many mature trees along with some other vegetation. Hydro One Forestry's maintenance clearing along the overhead transmission line by route option 2 is scheduled to take place this fall (2016), and upon completion of the maintenance clearing, the route will be more accessible for staking and identifying what trees and their root systems may be impacted. Hydro One has committed to undertaking a tree inventory conducted by a certified (International Society of Arboriculture) arborist, after the EA is complete and more detailed information on the cable route and construction methods are determined.
	Attendees questions the number of trees that will be removed for route option 1 and route option 2, with concern over the difference between the two options.	Hydro One explained that after Forestry has completed their maintenance clearing in the fall, route option 2 could be marked, thereby providing a better idea of how many trees may need to be removed, and what micro-adjustments to the route are required to avoid as much impact as feasible.
Construction Methods	Attendee had general questions about what directional drilling entailed and why it was proposed instead of the original open trench method for route option 1.	Hydro One explained the differences between open trench and directional drilling, and that due to the steep slope for route option 1, open trenching would not be feasible.
	Attendee suggested considering scheduling construction work in natural areas during the winter and along roads during the summer.	Hydro One thanked the attendee for the input. Where feasible, Hydro One will follow this principle.
Materials	Attendee asked about the differences between old shieldwire and new OPGW wires, specifically the lifespan of the OPGW.	Hydro One noted they would investigate to get the exact lifespan of the wires and respond in due time.
	Attendee expressed concern over whether old oil-filled cables are radioactive or toxic.	Oil in cables is mineral based, does not contain polychlorinated biphenyl (i.e., less than 2 ppm) and is not radioactive.
Access Restrictions and Construction Disruptions	Attendee suggested parking arrangements for residents by Main Street be included in the construction plan.	Hydro One thanked the attendee for their suggestion.
	Attendee raised concern over not having rear lane parking from Doncaster Avenue northwards, so that required some residents further up Main Street to park on the street with passes. With construction restricting lanes and street parking, this resident said she was unsure if the City would allow her to park on other adjacent streets.	Hydro One advised the resident they would work with the City and parking enforcement to find a solution for temporary parking disruptions during construction.
	Some residents advocated for the protection of front yard gardens during construction.	Hydro One responded that efforts would be made to minimize all disturbances onto front lawn properties and that digging up the cable trench would be within road lane allowances.
Recreational Resources	Attendee commented on the state of the trail along the stretch from Todmorden JCT to Lumsden JCT, indicating that it could be improved and better maintained.	Hydro One thanked the attendee for their comment and noted that Hydro One does not maintain the trail and that vegetation clearing is done every 6 to 8 years to manage overgrowth and to protect infrastructure from interference. Hydro One staff noted that there will be biodiversity and community initiatives as part of the project and that maintenance and improvement of the trail could be a potential initiative. The biodiversity workshop is anticipated to be held in early 2017.
Potential Environmental Effects	Attendees commented on a previous occasion when clearing work was completed that in some cases the trees were clear cut without retaining any non-intrusive species to the infrastructure. Another attendee commented on how clearing was done too selectively and referred to an instance when black walnuts were left behind because they resembled butternuts.	Vegetation management is generally carried out by Hydro One Forestry along RoWs every 6 to 8 years. This forestry work is required to remove incompatible vegetation along existing RoWs.
	Attendee provided ideas for community and biodiversity initiatives: improving the trail between Todmorden JCT and Lumsden JCT, and controlling invasive species such as Dog Strangling Vine. Attendee also commented on starting the initiative earlier than the proposed biodiversity workshop timeline. Attendee noted that Dog Strangling Vine seeds will be spreading in the fall and that it would be best to control them beforehand.	Hydro One thanked the attendees for their ideas and notified them of the anticipated first workshop in early 2017. Hydro One to look into how the inadvertent spread of Dog Strangling Vine seeds may be mitigated.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	Another attendee suggested another initiative for Hydro One: to remove the guerilla garden close to Lumsden JCT.	
	Attendee noted that there were rare sedges along route option 2 along the stretch that cradles Millwood Road and that they are commonly mistaken for grasses.	Hydro One thanked the attendee for the information and noted that they will look into it.
Biodiversity Initiative	Attendee noted interest in the biodiversity initiative.	Further information regarding the biodiversity initiative will be provided in the draft ESR. The biodiversity initiative workshops will be open to interested parties (e.g., environmental agencies, interest groups, and interested members of the public). The attendee, who signed up for the mailing list, will be kept informed of any updates on the first workshop planned to be hosted in early 2017.
General Comments	Attendee had questions surrounding the designation of Environmentally Significant Areas (ESA).	ESAs are significant due to a number of reasons and criteria, including but not limited to being an area that provides important ecological functions, contains rare landforms or natural features, and/or provides habitats for endangered vegetation or wildlife species. Hydro One also explained that ESAs are typically a municipal designation and Hydro One does not provide input into this process.
	Some residents pointed out that in the past few years, frequent repairs have had to be done around east Doncaster Road, around Coleman Street, where pavement had collapsed and how to be re-filled many times. They suspected the ground to be somewhat unstable.	Hydro One noted this new issue, thanked the attendees for the comments and noted that workers would be advised to exercise caution and make sure that work is done safely.
	Attendee suggested that the stretch between Leaside TS and Todmorden JCT had possible old landfill sites nearby and informed staff of a new retention catchment for storm/sewer outlet flows to be buried along Taylor Creek in the near future.	Hydro One thanked the attendee for their comment and noted they would coordinate work with appropriate City of Toronto staff to the extent feasible.

Feedback, Comments and Questions Received During the August 10, 2016 Public Information Centre

THEME	FEEDBACK/COMMENT/QUESTION	RESPONSE FROM HYDRO ONE
Route Evaluation	Attendee was concerned about traffic disruption and asked how the traffic disruption associated with route option 2 would compare to traffic disruption associated with route option 1.	Hydro One indicated that route option 2 would involve less traffic disruption than route option 1, as there is more street infrastructure (i.e., sidewalks, new ramp, bus stops) along route option 1. Route option 2 only requires a road crossing at Millwood Road, whereas route option 1 would require construction along Millwood Road for a longer duration and would also involve construction across the intersection of Millwood Road and Overlea Boulevard. Hydro One is working with Toronto Hydro to see if there are opportunities to coordinate work to minimize disruption in the area.
	Attendees noted satisfaction with the results of the route evaluation process, particularly given the avoidance of older trees in Leaside Park.	Hydro One thanked the attendee for the input.
	Attendee commented that the PIC materials do not mention that route option 2 is on an existing corridor and easements.	Hydro One thanked the attendee for the observation and indicated that this information will be included in the draft ESR.
Materials	Attendee noted concern regarding potential effects from residual oil once the existing underground cables are decommissioned.	Hydro One indicated that the oil in the existing cables is mineral based and does not contain polychlorinated biphenyls. Once the cables are decommissioned, most of the oil will be drained from the cables to avoid spills.
	Attendee inquired about the quantity of oil in the existing cables.	Hydro One noted they would investigate internally and follow-up with a response.
Construction Methods	Attendee inquired about the method by which the existing underground cables will be drained of oil.	Hydro One noted they would investigate internally and follow-up with a response.
	Attendee inquired about the process of replacing the overhead shield wire.	Hydro One replied that the overhead shield wire will be replaced manually, with Hydro One crews climbing the transmission towers and manually stringing the fibre optic wire and installing rollers and hardware.
	Attendee asked for an explanation of a duct bank.	Hydro One indicated that the duct bank is concrete-encased polyvinyl chloride piping. The duct bank provides protection for the cables and facilitates access for future maintenance. A photo of duct bank construction was presented on one of the PIC panels.
Construction Disruptions	Attendee expressed interest in understanding the duration of construction.	Hydro One indicated that the expected duration of construction is between May 2017 and December 2018 (dependent on the completion of the Class EA and other required permits), with construction at any one location occurring for a substantially shorter period.
Potential Environmental Effects	Attendee expressed concerns about tree clearing associated with route option 2 and asked about clearing widths.	Hydro One explained that after Hydro One Forestry has completed their maintenance clearing in the fall, route option 2 could be staked/marked, thereby providing a better idea of how many trees may need to be removed, and clarify potential micro-routing adjustments to reduce impact.
	Attendees had concerns about potential effects on the view from their location near Millwood Road and Overlea Boulevard, and expressed that they did not want Hydro One to cut down the trees that cover the infrastructure from their viewpoint.	Hydro One indicated that it would be unlikely that the trees closest to the road along Millwood Road near Overlea Boulevard would need to be removed, as option 2 is the preferred option for underground cable replacement.
	Attendee commented that a route walk post-forestry clearing would be beneficial to determine impacts to trees along the preferred route and if root systems might be impacted.	Hydro One has committed to undertaking a tree inventory conducted by a certified (ISA) arborist, after the EA is complete and more detailed information on the cable route and construction methods are determined.
	Attendee commented on the need for compensation for impacts to trees and trail disturbance.	Hydro One thanked the attendee for the comment, and indicated that a biodiversity initiative will be carried out for the proposed project.
	Attendee inquired about protection of land in the Don River Valley.	Hydro One responded that Hydro One currently has land rights for the overhead RoW and an easement for the access road to Todmorden JCT that route option 2 will generally follow.

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THEME	FEEDBACK/COMMENT/QUESTION	RESPONSE FROM HYDRO ONE
	Attendee inquired about control of Dog Strangling Vine.	Hydro One is aware of the negative impacts of invasive plant species and will implement measures during construction (e.g., vehicle and equipment cleaning as necessary) to avoid inadvertently spreading these invasive species to the extent feasible.
	Attendee suggested replanting with native species post-construction.	Hydro One thanked the attendee for the comment, and indicated that a biodiversity initiative will be carried out for the proposed project.
	Attendee inquired about the party responsible for conducting natural surveys.	Hydro One indicated that Golder was hired to support completion of the Class EA for the proposed project and that Golder field staff are experienced biologists.
General Comments	Attendee inquired about the purpose of the oil in the existing cables.	Hydro One replied that the purpose of the oil is for insulation, which allows for more efficient transmission of electricity. Hydro One reiterated that the new XLPE cables being installed will not contain insulating oil.

Feedback, Comments and Questions Received During the August 17, 2016 Public Information Centre

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
Proposed Project and Class EA Process	Attendees asked questions to obtain a general understanding of the proposed works and the Class EA process.	Hydro One provided information about the various proposed project components, an overview of the construction methods, and the preferred route selected for the underground cable replacement between Leaside TS and Todmorden JCT. Hydro One explained the Class EA process to attendees at the PIC.
	Attendee inquired whether both route options follow an existing RoW.	Route option 1 follows the route of the underground cable currently installed as part of the H7LL/H11L circuit. Route option 2 follows an existing overhead RoW for a portion of the route, and an existing access road to Todmorden JCT.
	Attendee inquired whether the replacement of the transmission infrastructure is needed.	The replacement is necessary because the existing underground cables are approaching their end of life. The overhead shield wire is being replaced to enhance Hydro One's ability to control the transmission network.
	Attendee inquired whether Hydro One anticipates opposition from the public once the draft ESR is published for public review.	Issues and concerns received by Hydro One during the draft ESR review period will be recognized, considered, addressed and documented.
	Attendee inquired about the age of the existing towers along the proposed project and the projected life span.	The towers in the project area between Leaside TS and Lumsden JCT were installed in the 1950s. These towers have not yet reached their end of life and are monitored by Hydro One Asset Management for life expectancy.
Preferred Route Selection	Attendees inquired why route option 2 was selected as the preferred route between Leaside TS and Todmorden JCT.	Hydro One explained the route evaluation and selection process to the attendees and explained what criteria contributed to the selection of route option 2. It was explained that the weightings assigned to the different selection criteria were based on consultation with the TRCA, City of Toronto, the MNCFN, and stakeholders from a series of meetings, community walks, and the first PIC. Hydro One noted that overall route option 2 had a better score on criteria related to construction complexity, cost, recreational resources, disturbance to residents and businesses, and transit disruption.
Route Options between Lumsden JCT and Main TS	Attendees inquired if other route options were considered for the underground cable replacement section between Lumsden JCT and Main TS.	No feasible route options were identified for this portion of the proposed project, other than following the existing cable route. Other route options would increase construction complexity, and at least one additional 90° turn would be required (which is not very practical from a construction perspective). Moreover, the area is heavily congested with other underground utility infrastructure. Underground utility infrastructure is less of a concern along the existing route.
Purpose and Characteristics of the Shield Wire	Attendee inquired if the shield wire protects the transmission line from lightning.	Hydro One confirmed that the purpose of the shield wire is to protect the transmission line underneath.
	Attendee inquired if the shield wire can endure lightning strikes.	Hydro One confirmed that the technology used in the shield wires allows them to endure lightning and prevents the wires from heating up. Hydro One also noted that OPGW, which is composed mainly of aluminum, provides better protection from lightning than the existing shield wire (which is composed mostly of copper). Hydro One also noted that the communication capabilities of the OPGW will not be compromised in the event of a lightning strike.
	Attendee inquired about the purpose of using fiber optic for the shield wire.	Fiber optic will be installed to allow for communication between Leaside TS and Main TS. The added fiber optic does not monitor the transmission line.
Construction Plan	Attendees inquired about the earliest anticipated start date for the construction of the proposed project, the anticipated duration of construction, and whether Hydro One will be completing construction during the winter time.	Hydro One noted that the earliest start date for construction is May 2017. At this time, Hydro One assumes that the construction period will extend to December 2018. Construction of the underground cables will be completed at an average of 10 m per day. Some construction work may occur during the winter, likely along the underground cable replacement section from Leaside TS to Todmorden JCT.
	Attendees inquired whether construction will occur concurrently along the overhead shield wire section, and the two underground cable replacement sections.	Construction work may occur concurrently at all sections, but that this will depend on the construction plan of the contractor that is yet to be selected.
	Attendees inquired about the depth of the trench to be excavated for the installation of the new underground cables and about the installation method of the concrete duct banks.	Hydro One noted that the trench will be approximately 2 to 3.5 m deep. Hydro One provided further details on the installation of the concrete duct banks, and referred attendees to the pictures presented on the PIC panels for reference.
	Attendees inquired whether Hydro One is planning to complete construction of the proposed project within the road allowance from Lumsden JCT to Main TS. Attendee noted that construction could potentially be completed faster if lanes were to be completely closed and traffic/transit were diverted to other adjacent roads.	Hydro One noted that the replacement of the underground cables will occur within the road allowance in this portion of the proposed project, and will block short sections (approximately 30 m in length) of one lane at a time along Lumsden Avenue and Main Street. Hydro One thanked the attendee for their feedback and noted that a variety of factors are being considered regarding lane closures along the roads to be affected by the proposed project, including traffic and transit disruption. In consideration of these factors, Hydro One's current plan is to complete

Leaside to Main Infrastructure Refurbishment Project
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THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	An attendee noted in a comment form that they would like to see construction on Main Street between Doncaster Avenue and the Main Street subway station to be completed as quick as possible, with road closure to all traffic except local traffic (i.e., local residents).	construction within the roads in short segments at a time which would only require closure of short sections of road. Hydro One will advance construction as quick as it is feasible in consideration of site and weather conditions, environment and safety, and high quality of the construction works.
	Attendee noted in a comment form that they would like to see the road surface along Main Street restored after construction, as this road was recently repaved.	Hydro One will repave and resurface the roads affected by construction of the proposed project upon completion of the installation of the underground cables, weather permitting.
	Attendee inquired about the underground cable crossing method at Millwood Road.	An open trench will be used to install the underground cable at Millwood Road. Hydro One is making best efforts to coordinate the proposed project works with the civil works planned by Toronto Hydro under Millwood Road.
	Attendee inquired whether the existing underground cables will be removed as part of the proposed project.	The existing underground cables between Leaside TS and Todmorden JCT will be not be removed seeing as the new cable will be installed along a different route. For the underground cable replacement from Lumsden JCT to Main TS, the existing cable will be removed prior to the installation of the new cable, seeing as the new cable will follow the existing route.
Vegetation Removal	Attendee inquired whether vegetation clearing along the overhead shield wire will be required.	Hydro One noted that there may be some vegetation removal at the base of the towers that need to be accessed for the replacement of the shield wire. Hydro One is planning to access the towers by foot or with the use of small light vehicles (e.g., all-terrain vehicles [ATV]).
	Attendee had general questions about vegetation removal along the RoW for both route options.	Hydro One explained that for the preferred route, there is an existing overhead line and that the vegetation below the line is cleared every 6 to 8 years as part of Hydro One's Forestry maintenance cycle. Vegetation is cleared to ensure that there is no overgrown vegetation interfering with the transmission infrastructure. Hydro One will aim to minimize vegetation removal and disturbance outside of the RoW and keep most of the work associated with the proposed project within the RoW. While the existing underground cable route (i.e., route option 1) would spare the removal of vegetation along most of the slope along route option 2, it would still require the removal of several mature oak trees along the route, as well as vegetation near the entry (Leaside Park) and exit (bottom of slope) points of the pushpipe/microtunnelling that would be used for route option 1. Hydro One noted that removal of the mature oak trees along route option 1 would not be able to be avoided. Hydro One indicated that route option 2 would require the removal of vegetation along the Don Valley slope.
Other Existing and Planned Infrastructure	Attendee shared concerns over the congestion of underground utilities, known and unknown, at the intersection of Main Street and Danforth Avenue.	Hydro One thanked the attendee for their comment and agreed that there is a general high level of congestion associated with underground utilities in Toronto. Underground utilities will be located and marked prior to construction to avoid inadvertent impacts to existing infrastructure.
	Attendee recommended Hydro One staff to collaborate with other proponents doing work in the area of the proposed project.	Hydro One thanked the attendee for the recommendation and noted the potential for combining work with Toronto Hydro for a stretch of the work by Millwood Road. Hydro One stated that it is not always possible to match work program schedules with other proponents, but coordination to combine work will be completed, where feasible, to minimize disruption to the area.
	Attendee commented on a different project in the vicinity of the proposed project, stating that the temporary traffic lights installed are still at the intersection of Nesbitt Drive and Moore Avenue and have not been removed. Attendee cautioned that Hydro One should be wary of using the term temporary and hopes that something similar will not happen with the proposed project.	Hydro One thanked the attendee for their comment.
	Attendee commented on the City of Toronto sewer works that have been occurring along Cedarvale Avenue and Oak Park Avenue. Attendee also noted that Lumsden Avenue is in bad repair from Woodbine Avenue to Eastdale Avenue (in the vicinity of Lumsden JCT). The attendee noted that road repairs were planned on Lumsden Avenue last year, but that the repairs have been delayed. The attendee raised concerns regarding a potential overlap in time of the road repairs with the construction of the proposed project, and the potential for the construction of the proposed project to damage any future repairs to be completed by the City of Toronto on Lumsden Avenue. The attendee also inquired whether the repairs on Lumsden Avenue will be delayed again.	Hydro One thanked the attendee for their feedback and noted that Hydro One continues to consult with the City of Toronto regarding any capital projects planned in the vicinity of the proposed project. Hydro One will repair damage to the roads as a result of the installation of the underground cables immediately after the cables are installed, weather permitting.
	Attendees inquired about sewage main work by Main Street.	Hydro One thanked the attendee for their comment and stated that they have not heard of updates on that work from the City of Toronto.
	Attendee noted that East York is putting a proposal forward for the extension of Lumsden Avenue.	Hydro One thanked the attendee for their comment.
	An attendee noted in a comment form that they have heard that Main Street would be "reconstructed" for sewers/water, and the attendee noted that this work could be completed as the same time as the construction of the proposed project	Hydro One continues to consult with the City of Toronto regarding planned capital projects along Main Street.
	Attendee noted that True Davidson Acres is planning on building a new walkway within the property.	Hydro One has been in contact with True Davidson Acres regarding potential effects of construction on the property.
Environmental Features in the Study Area	Attendee noted that there is a floodplain identified by the TRCA located to the north of Lumsden JCT.	Hydro One thanked the attendee for their feedback, and noted that the TRCA has requested Hydro One to avoid the floodplain to the extent possible as part of the proposed project. Hydro One will work to minimize work in floodplain areas and plan for appropriate mitigation measures (e.g., sediment and erosion controls) and contingency plans during construction.

Leaside to Main Infrastructure Refurbishment Project
Environmental Study Report

THEME	ISSUES/CONCERNS	RESPONSE FROM HYDRO ONE
	Attendee noted that route option 2 crosses a ravine and inquired whether the TRCA has expressed concern about potential effects.	Hydro One noted that they have been in consultation with the TRCA regarding potential effects on the ravine and associated mitigation. Hydro One also noted that the TRCA has expressed preference over route option 2 overall.
	Attendee inquired if cultural heritage resources and/or archaeological resources were found along the proposed project. The attendee also inquired whether the MNCFN expressed concern regarding archaeological resources.	Hydro One noted that route option 2 will cross under Leaside Bridge, which has been identified as a cultural heritage resource. A house on Midburn Avenue was also identified within the study area. It is anticipated that the proposed project will not affect these cultural heritage features. Hydro One noted that no archaeological materials were identified in the Stage 2 Archaeological Assessment completed for the proposed project. Hydro One noted that a field liaison representative from the MNCFN accompanied the licensed archaeologists during the majority of the Stage 2 Archaeological Assessment and expressed no concerns regarding archaeological resources.
Recreational Resources in the Study Area	Attendee noted that there are several mountain biking trails in the study area. Attendee inquired if Hydro One has been in contact with the City of Toronto regarding planned mountain biking trails in the study area.	Hydro One thanked the attendee for their feedback, and noted that Hydro One is aiming to avoid effects on mountain biking trails to the extent feasible. Hydro One noted that they have been in contact with the City of Toronto regarding planned mountain biking trails in the study area and potential disruptions to the biking trails. The trails by Leaside Park will not be affected by the proposed project since route option 2 avoids Leaside Park altogether.
Disruption to Public Transit	Attendees inquired whether construction along Main Street and Lumsden Avenue will interfere with existing TTC bus routes.	Hydro One noted that the replacement of the underground cables will block short sections (approximately 30 m in length) of one lane at a time along Lumsden Avenue and Main Street and may create some disruption to existing TTC bus routes. Hydro One noted that they are working closely with the TTC regarding mitigation associated with the disruption to existing bus routes.
Natural Hazards in the Study Area	Attendee noted that a landslide occurred along the slope of route option 2 in the 1980s, and inquired whether Hydro One has considered this as part of the planning process of the proposed project.	Hydro One is aware of the potential for landslides along the slope of route option 2. The potential for natural hazards was considered as part of the route selection process and will be considered during the detailed design process.
	Attendee inquired if the slope along route option 2 is steep.	Hydro One noted that the slope is steep, but not as steep as the slope along route option 1.
Biodiversity Initiative	Attendee commented that the biodiversity workshops should allow for the TRCA and interested parties to share the floor and exchange ideas and comment on feasibility.	Hydro One agreed and noted that the biodiversity initiative workshops will be open to interested parties, which will likely consist of the TRCA, environmental interest groups, and interested members of the public. Hydro One encouraged the attendee to sign up for the mailing list to be kept informed of any updates on the first workshop to be hosted in early 2017.
	An attendee inquired whether the representative at Todmorden Mills Wildflower Preserve has been contacted regarding revegetation plans for the proposed project.	Hydro One has been in touch with the Todmorden Mills Wildflower Preserve with regards to the proposed project, and that a representative has expressed interest in the biodiversity initiative for the proposed project. Hydro One noted that the biodiversity initiative workshops will be open to interested parties.
Future Consultation Events	Attendee inquired whether another PIC will be held closer to construction.	Hydro One noted that a pre-construction PIC will be held in the future, which will provide further information about construction including anticipated road closures, TTC bus route diversions (if any), and the construction plan.
Feedback on PIC	All attendees that filled out a comment form during the PIC noted that they found the PIC helpful in understanding the proposed project. Attendees also noted that they had an adequate opportunity to express their views and ask questions to the Hydro One Project Team about the proposed project.	Hydro One will include all comment forms in the Record of Consultation for the proposed project.
General Comments	Attendee inquired whether the electricity to Leaside TS comes mainly from Quebec.	Hydro One noted that electricity is supplied to Leaside TS through the provincial 230 kV system. Power is supplied onto the 230 kV system by numerous sources including the Pickering Nuclear Generating Station and several 500 kV/230 kV transformer stations.

Leaside to Main Infrastructure Refurbishment Project



**Strengthening the transmission system in
your neighbourhood**

Purpose of this Public Information Centre

- Provide you with an update on Hydro One's infrastructure project in your community
- Review Class EA consultation activities and field studies completed to date
- Present the preferred underground cable route selected between Leaside Transformer Station (TS) and Todmorden Junction (JCT)
- Provide information on construction methods and techniques
- Outline next steps in the planning and approvals process and additional opportunities for your participation
- Solicit your input and address comments or concerns you may have

Proposed Project

To ensure a continued, reliable supply of electricity to the area, Hydro One will:

1. Replace two sections of existing underground 115 kilovolt (kV) cable located between:
 - Leaside Transformer Station (TS) and Todmorden Junction (JCT) and;
 - Lumsden JCT and Main TS
2. Replace existing overhead shield wire, used to protect the line from lightning, located between:
 - Todmorden JCT and Lumsden JCT

Need for Leaside to Main Project

- Hydro One must refurbish aging transmission infrastructure to ensure a continued safe and reliable supply of power to Toronto Hydro customers in the area and minimize the risk of future power interruptions
- The existing underground cables were installed in the 1950s and are approaching their end of life
- Replacing the existing overhead shield wire with new fibre optic wire will enhance Hydro One's ability to monitor and control the transmission network
- This project will strengthen and modernize the electricity grid that powers your city every day

Project Infrastructure



Lumsden Junction

Junction:

The point where a transmission line switches from overhead infrastructure to underground cables



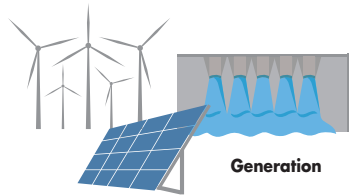
Leaside Transformer Station

Transformer Station:

A station with power transformers and other electrical equipment arranged to transfer power from one voltage level to another

Hydro One's Role in Delivering Electricity to Your Community

Ontario Power Generation and Private Generation Companies



Generation

Step-up
Transformer Station

Hydro One

Transmission Lines
230,000 volts - 500,000 volts

Network
Transformer Station

Transmission Lines
115,000 volts

Junction

115,000 volt
Underground Cable



Home Wiring
120/240 volts

Pole-Mounted
Transformer

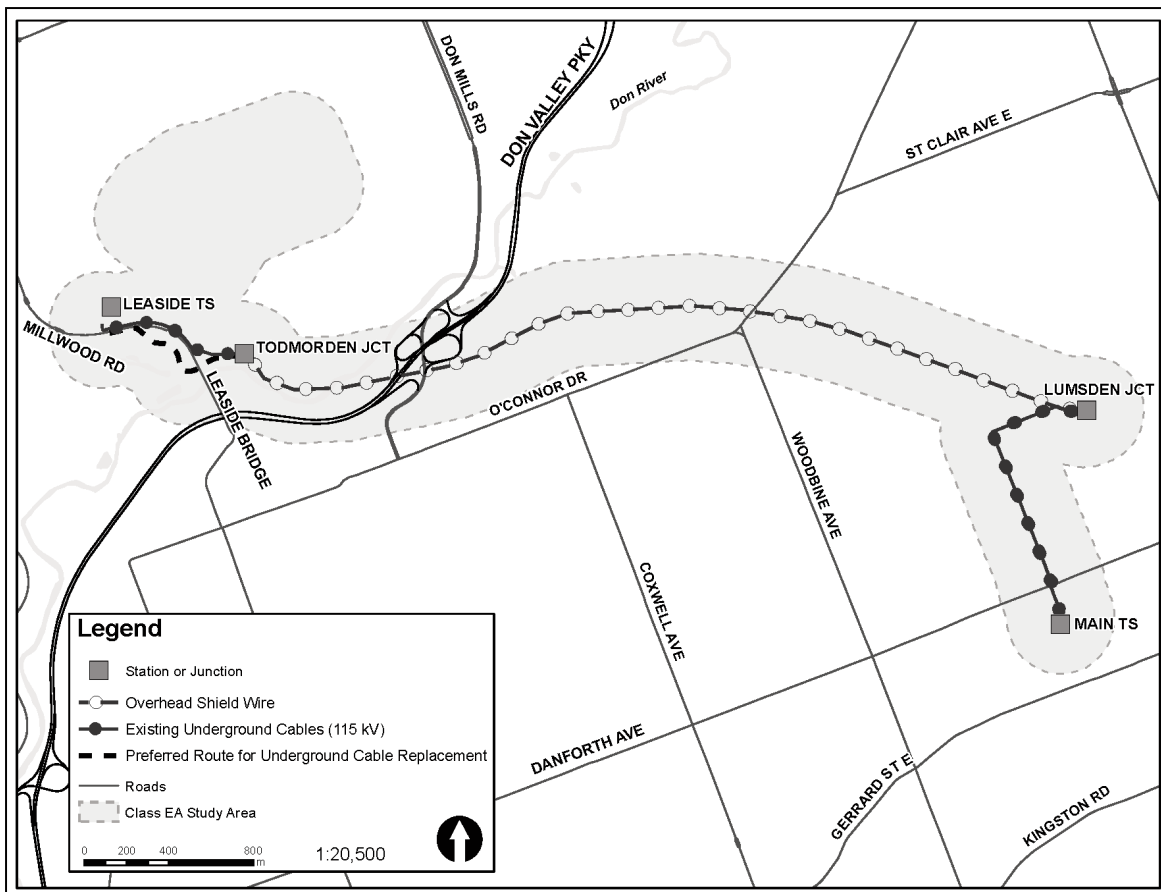
Distribution Lines
27,600 and 13,800 volts

Toronto Hydro

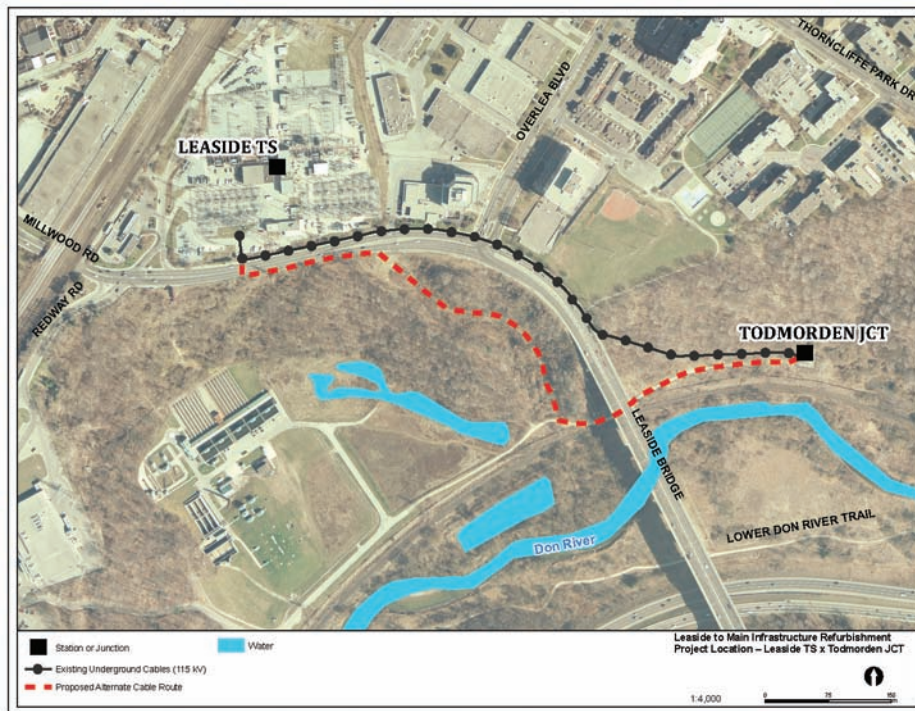
Step-down
Transformer Station

Shared

Class EA Study Area



Leaside TS to Todmorden JCT Underground Cable Routes Evaluated



- Two feasible options were identified and evaluated for replacing the underground cable between Leaside TS and Todmorden JCT
- **Option 1:** Follow existing route
 - Directional drilling and micro-tunneling were construction methods explored where surface trenching was not possible (steep slope, east of Leaside Bridge)
- **Option 2:** Cross Millwood Road, follow existing overhead Right-of-Way (ROW), run along existing access road east to Todmorden JCT

Leaside TS to Todmorden JCT Route Selection Criteria

Each route was evaluated and scored on the following criteria:

<p>Natural Environment</p> <ul style="list-style-type: none"> • Area of natural vegetation, particularly woodland, that requires clearing • Number of trees requiring removal • Crossings of environmentally significant and sensitive areas • Proximity to, and crossings of, watercourses • Presence of Species at Risk • Natural hazards (eg. erosion concerns, slope stability) 	<p>Socio-economic Environment</p> <ul style="list-style-type: none"> • Proximity to residences, schools, hospitals, businesses and other facilities • Length of road closures required during construction • Disruption to street infrastructure • Disruption to traffic and transit
<p>Technical & Cost</p> <ul style="list-style-type: none"> • Duration of construction • Number of significant obstacles • Complexity of construction method • Adequacy of construction workspace 	<p>First Nations</p> <ul style="list-style-type: none"> • Cultural/traditional/historical land or resources identified • Conservation interests identified • Potential effects on fish, wildlife and botanical species of interest

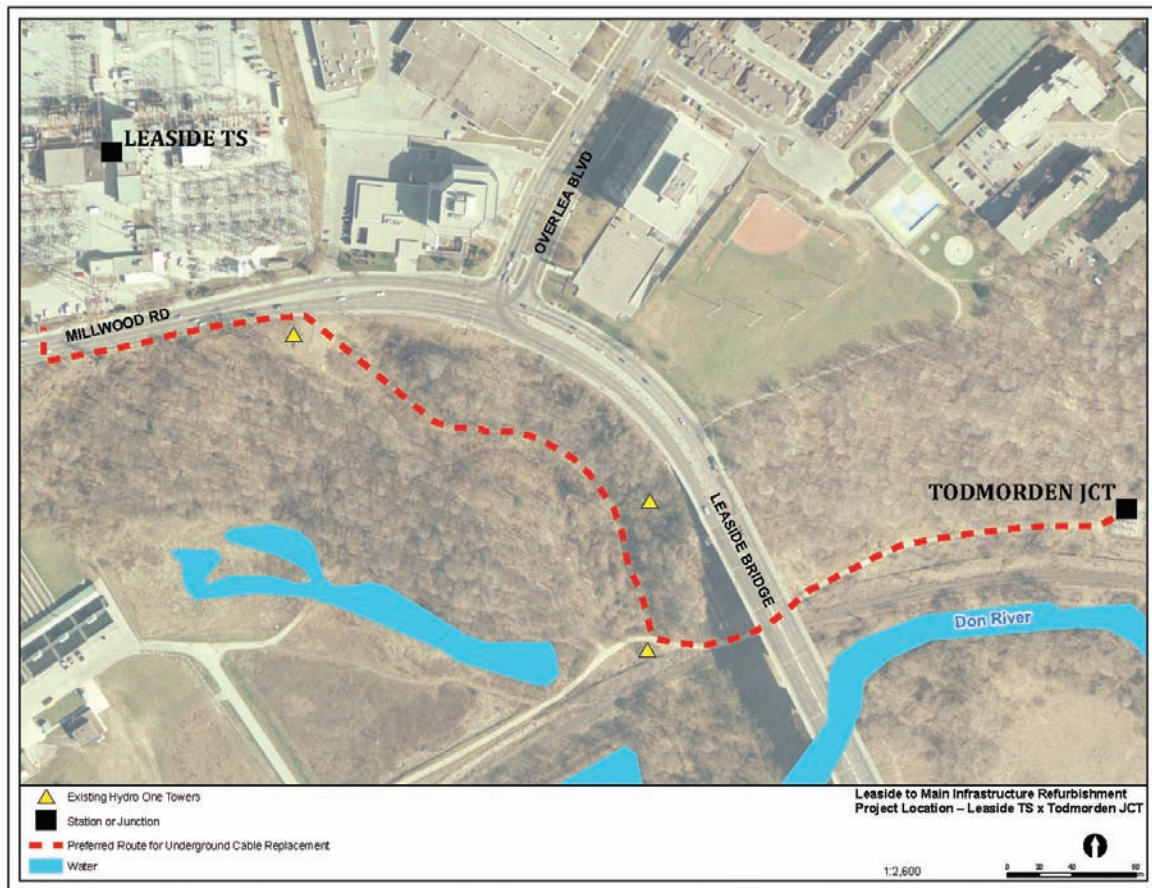
Route Evaluation Results

Options 1 and 2 scored similarly on many of the criteria evaluated with the exception of the following:

Option 1	Option 2
<p>This route is favorable with respect to:</p> <ul style="list-style-type: none"> • Potential to maintain slope stability • Lesser effects on Species at Risk 	<p>This route is favorable with respect to:</p> <ul style="list-style-type: none"> • Less complex construction methods required • Less disruption to transit • Less disruption to pedestrians • Lesser effects to recreational resources • Lesser effects to residential/commercial properties

Based on the evaluation and input received through consultation, **Option 2** has been selected as the preferred route.

Leaside TS to Todmorden JCT Preferred Route - Option 2



Lumsden JCT to Main TS Underground Cable Route



It is proposed that the new cables be installed in the same location as the existing cables:

- Makes best use of existing underground ROW
- Alternative routes would increase construction complexity; at least one additional 90° turn would be required
- Area is heavily congested with other underground utility infrastructure

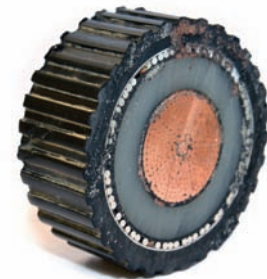
Environmental Mitigation Measures

Measures to reduce, prevent or mitigate potentially adverse environmental effects during design, construction and operation could include:

- Controlling noise, mud, dust, traffic disturbances and other nuisance effects during construction
- Protecting cultural heritage resources
- Minimizing soil erosion and compaction
- Minimizing effects on terrestrial and aquatic resources
- Environmental management during construction and operation

Please share your comments and feedback with us!

Underground Cable Replacement Construction Methods



Cross linked polyethylene (XLPE) cable

Examples of surface trenching

The new underground cables will be encased within a duct bank rather than directly buried in the ground. This will allow for ease of future maintenance, as required.

The construction process for replacing these cables will involve:

- Surface trenching (approximately 2 m x 2 m) and constructing a concrete duct bank
- Installing modernized XLPE cables, which do not contain insulating oil

What Can Local Residents and Businesses Expect?

Leaside TS – Todmorden JCT

- One or two lanes on Millwood Road will be restricted for short durations. Hydro One is working with Toronto Hydro to coordinate planned work and avoid multiple disruptions. Traffic control measures will be in place as required.
- Hydro One will install a double gate system to allow access to the existing trails that cross the ROW when construction vehicles are not present. Signage will be in place on other trails that require temporary closure.
- As consultation planning progresses, additional details will be determined. These will be presented at the pre-construction PIC.



What Can Local Residents and Businesses Expect?

Main TS – Lumsden JCT

- Entrances to businesses will remain accessible during construction.
- Small sections of Main Street and Lumsden Avenue will be restricted to one lane as construction progresses along each street. Traffic control measures will be implemented as necessary.
- Bus routes along Main Street may require re-routing. Hydro One is working with the TTC to minimize disruption.
- Driveway entrances to homes along Main Street may be restricted during work hours for a short duration. Driveway access will be restored after working hours using metal plates.
- As consultation planning progresses, additional details will be determined. These will be presented at the pre-construction PIC.



Tree Protection and Preservation

- Construction of this project will require the selective removal and/or trimming of some vegetation in various locations
- Hydro One is working closely with City of Toronto Urban Forestry Services and Toronto Region Conservation Authority to identify vegetation that requires removal and develop appropriate restoration and mitigation plans

Biodiversity Initiative

- Hydro One will be inviting interested parties to participate in biodiversity workshops to collectively identify and select initiatives to compensate for potential project effects to the natural environment
- Biodiversity initiatives will be selected based on a set of evaluation criteria (eg. initiatives in closer proximity to the project area will be considered more favourable)
- Examples of biodiversity initiatives that may be considered include:
 - Planting of native species
 - Habitat creation for pollinator species (eg. bees)
 - Removal/control of invasive species
- We anticipate the first workshop will be held in 2017, with implementation planned for 2018
- Join our project contact list to receive future updates on this initiative

Natural Environment Data Collected

Hydro One retained Golder Associates Ltd. to conduct natural environment surveys within the study area (i.e. within 120 m of the proposed project) as part of the Class EA. Surveys included:

- Ecological Land Classification
 - 27 vegetation communities identified
- Botanical inventory
 - 83 plant species/species groups observed, including one Species at Risk (butternut)
- Wildlife inventory
 - 72 wildlife species observed, including six Species at Risk (eg. barn swallow)



Butternut observed during field surveys

Natural Environment Data Collected

- Breeding bird surveys
 - 50 bird species observed
- Frog and toad call count surveys
 - American toads, green frogs and gray tree frogs observed
- Bat acoustic monitoring
 - Big brown bats and hoary bats recorded using acoustic monitors

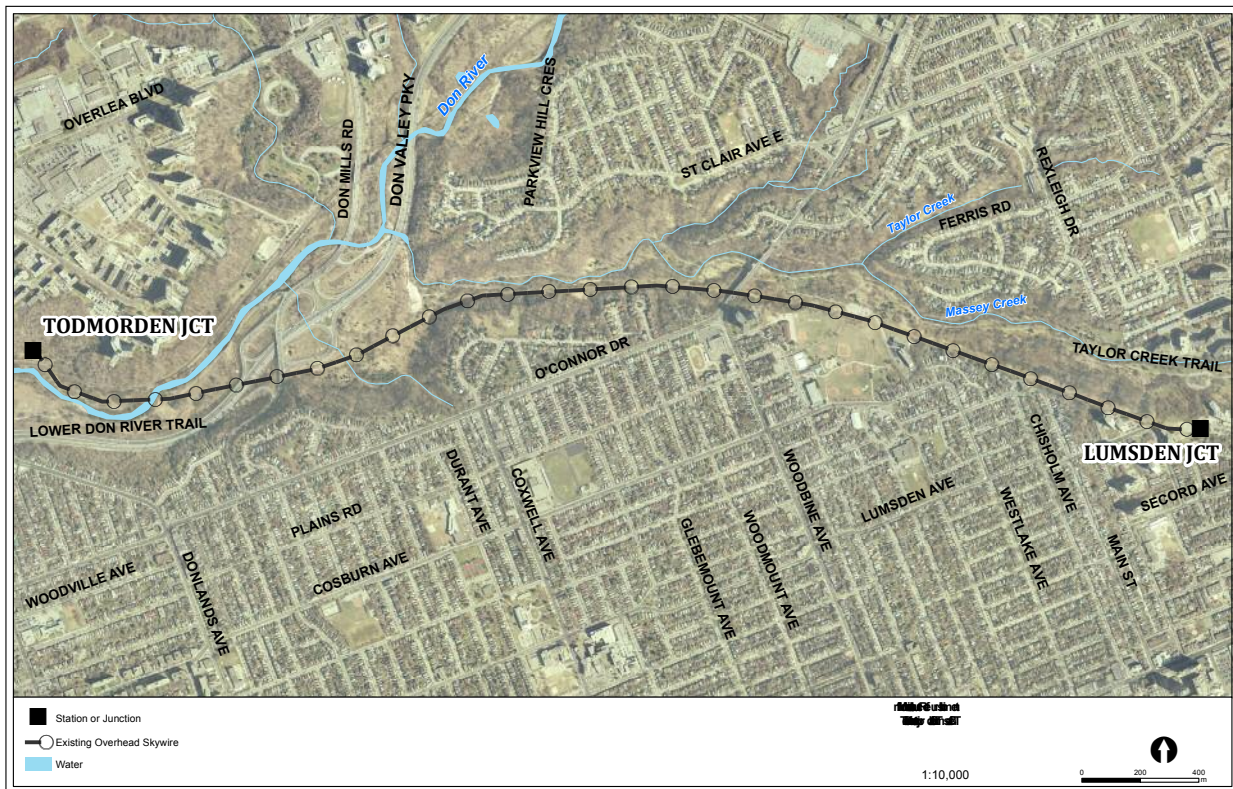


Golder staff conducting evening amphibian and turtle nesting field surveys, May 2016



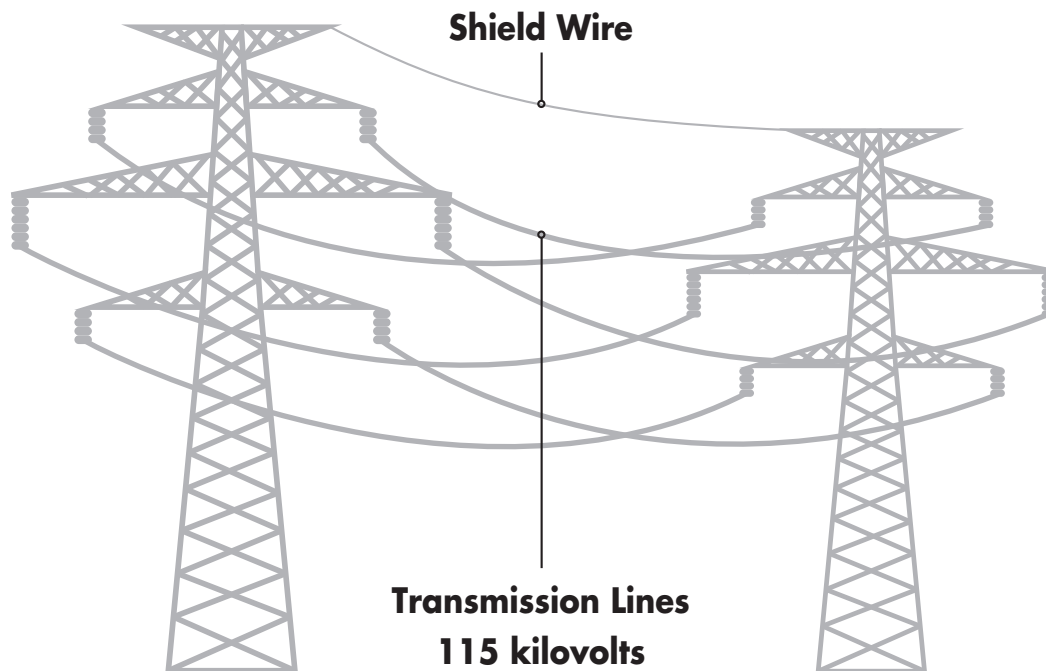
Survey station for basking turtles and evening amphibians

Todmorden JCT to Lumsden JCT Shield Wire Replacement



- Existing shield wire will be replaced with fibre optic wire, capable of monitoring and controlling high voltage equipment
- Shield wire replacement is not subject to the *Environmental Assessment Act*, but is included in the scope of this project

Replacing the Shield Wire



- Shield wire, also referred to as skywire, is used to protect our equipment from lightning and does not carry electricity
- To replace this wire, crews will manually climb towers to pull new shield wire between existing equipment
- Temporary roads may be required for small vehicle access to tower structures
- Access to trails along Taylor Creek Park may be restricted for short durations

Timeline

PUBLIC AND STAKEHOLDER CONSULTATION

Briefing for City of Toronto elected officials	December 2015
Class Environmental Assessment initiated	January 2016
Public Information Centre #1 Introduction to project	February 8 & 10, 2016
Community Walks in the project areas	Spring 2016
Field Studies completed	Spring 2016
Public Information Centre #2	August 9, 10 & 17, 2016
----- Current Stage -----	
Notice of Completion & Draft Environmental Study Report available for a 45-day review period	September 2016
Final Environmental Study Report filed with the Ministry of the Environment and Climate Change	Fall 2016
Anticipated Start of Construction. Prior to this, a Pre-Construction PIC will be held. Hydro One will also obtain other non-EA permits & approvals required.	Early 2017, contingent on the outcome of the Class EA process

Your input is important to us

Thank you for joining us at this Public Information Centre.

Please join our project mailing list and complete a comment form before you go.

To share concerns or request information call or email us at:

Telephone: 416-345-6799

Email: Community.Relations@HydroOne.com

www.HydroOne.com/Projects/LeasidetoMain





COMMENT FORM

Leaside to Main Infrastructure Refurbishment Project

Public Information Centre #2

August 8, 2016, Stan Wadlow Community Centre

Thank you for attending Hydro One's Public Information Centre (PIC)! Please take a moment to answer a few questions, or take this comment form home and send it to us at your convenience. Your input and comments are important to us and helpful in planning this project.

1. Did you find tonight's PIC helpful in understanding the proposed project in your neighbourhood?
 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
(Additional space on reverse)

We hope that clearing of the vegetation that could impact the lines will be done at the same time as the stringing of the shield wires.

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name:

Mailing Address & Postal Code:

Tel:

Email:

Please leave your comment form in the comment box at this meeting or send it to:

Dana Gardner, Hydro One Networks Inc.

483 Bay Street, 6th Floor, South Tower, Toronto, ON M5G 2P5

Tel. 1-877-345-6799; Fax: 416-345-6984; Email: Community.Relations@HydroOne.com

Please be advised that any of your personal information contained on this comment form will become part of the public record files for this project, and may be released, if requested, to any person, unless you state on this form that you do not consent to your personal information becoming part of the public record files and disclosed to any person upon request.



COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
Public Information Centre #2
August 8, 2016, Stan Wadlow Community Centre

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 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
(Additional space on reverse)

would be interested in the Biodiversity Initiative

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: _____

Mailing Address & Postal Code: _____

Tel: _____ Email: _____

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COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
 Public Information Centre #2
 August 10, 2016, Leaside Arena – William Lea Room

Thank you for attending Hydro One's Public Information Centre (PIC)! Please take a moment to answer a few questions, or take this comment form home and send it to us at your convenience. Your input and comments are important to us and helpful in planning this project.

1. Did you find tonight's PIC helpful in understanding the proposed project in your neighbourhood?
 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
 (Additional space on reverse)

MOSTLY INTERESTED IN THE TODMORDEN JCT TO LEASIDE
JCT. PROJECT. VERY PLEASED YOU WILL BE USING
THE EXISTING HYDRO CORRIDOR / RIGHT OF WAY!



Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: [Redacted]

Mailing Address & Postal Code: in the system

Tel: _____ Email: _____

Please leave your comment form in the comment box at this meeting or send it to:
 Dana Gardner, Hydro One Networks Inc.
 483 Bay Street, 6th Floor, South Tower, Toronto, ON M5G 2P5
 Tel. 1-877-345-6799; Fax: 416-345-6984; Email: Community.Relations@HydroOne.com

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COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
 Public Information Centre #2
 August 17, 2016, Stan Wadlow Community Centre

Thank you for attending Hydro One's Public Information Centre (PIC)! Please take a moment to answer a few questions, or take this comment form home and send it to us at your convenience. Your input and comments are important to us and helpful in planning this project.

1. Did you find tonight's PIC helpful in understanding the proposed project in your neighbourhood?
 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
 (Additional space on reverse)

- KILMORLEN AVE FROM WOODBINE TO EASTDALE IS ^{PAST} SCHEDULED FOR PAVING. WILL IT BE DELAYED AGAIN?

- THE SELECTED SLOPE IN LEASIDE WAS SUBJECTED TO A LANDSLIDE IN THE 1980'S.

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name:

Mailing Address & Postal Code:

Tel: Email: _____

Please leave your comment form in the comment box at this meeting or send it to:
 Dana Gardner, Hydro One Networks Inc.
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COMMENT FORM
Leaside to Main Infrastructure Refurbishment Project
 Public Information Centre #2
 August 17, 2016, Stan Wadlow Community Centre

Thank you for attending Hydro One's Public Information Centre (PIC)! Please take a moment to answer a few questions, or take this comment form home and send it to us at your convenience. Your input and comments are important to us and helpful in planning this project.

1. Did you find tonight's PIC helpful in understanding the proposed project in your neighbourhood?
 Yes / No
2. Did you have an adequate opportunity to express your views/ask questions to Hydro One's project team?
 Yes / No
3. Do you have any comments, questions, or concerns to share regarding tonight's PIC and/or this project?
 (Additional space on reverse)

① I would like to see construction on Main Street between Doncaster and Main Station completed as quickly as possible, with road closures to all but local residents, so as to speed up construction. ② I'd also like to see the road surface restored to a perfect condition as this road was recently replaced. ③ Also I have heard that Main Street would be "reconstructed" for sewers/water etc and this work should be done at the same time.

Please provide your contact information so that we can follow-up with you on your comments or questions, and add you to our project contact list for future communications.

Name: [REDACTED]

Mailing Address & Postal Code: [REDACTED]

Tel: [REDACTED] Email: [REDACTED]

Please leave your comment form in the comment box at this meeting or send it to:

Dana Gardner, Hydro One Networks Inc.
 483 Bay Street, 6th Floor, South Tower, Toronto, ON M5G 2P5
 Tel. 1-877-345-6799; Fax: 416-345-6984; Email: Community.Relations@HydroOne.com

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NOTICE OF DRAFT ESR REVIEW PERIOD

NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL STUDY REPORT Leaside to Main Infrastructure Refurbishment Project

Hydro One Networks Inc. (Hydro One) has completed the draft Environmental Study Report (ESR) for the proposed Leaside to Main Infrastructure Refurbishment Project.

To maintain an adequate and reliable supply of electricity to the eastern part of downtown Toronto, the proposed undertaking consists of:

- Replacing the underground cable between Leaside Transformer Station (TS) and Todmorden Junction (JCT). Hydro One has selected a preferred routing option as shown on the map.
- Replacing the underground cable between Main TS and Lumsden JCT along the existing route, as no feasible alternatives were identified.
- In conjunction with this work, Hydro One will replace and upgrade the overhead shield wire, used to protect our equipment from lightning between Todmorden JCT and Lumsden JCT.

The replacement of underground cable is subject to the *Class Environmental Assessment for Minor Transmission Facilities (Class EA)* (Ontario Hydro, 1992); although the replacement of overhead shield wire is included in the project, it is not subject to the Class EA. Pending the necessary approvals, construction could begin in early 2017.

HOW TO PROVIDE YOUR INPUT

In accordance with the Class EA, Hydro One is providing notification of its intent to proceed with this project. The draft ESR will be available for a 47-day public review and comment period from September 1, 2016 to October 17, 2016.

The draft ESR can be viewed at www.HydroOne.com/projects/Leasidetomain/, and hard copies will be available for review at the following locations:

**Thorncliffe Toronto
Public Library**
48 Thorncliffe Park Drive
Tel: 416-396-3865

**Main Street Toronto
Public Library**
137 Main Street
Tel: 416-393-7700

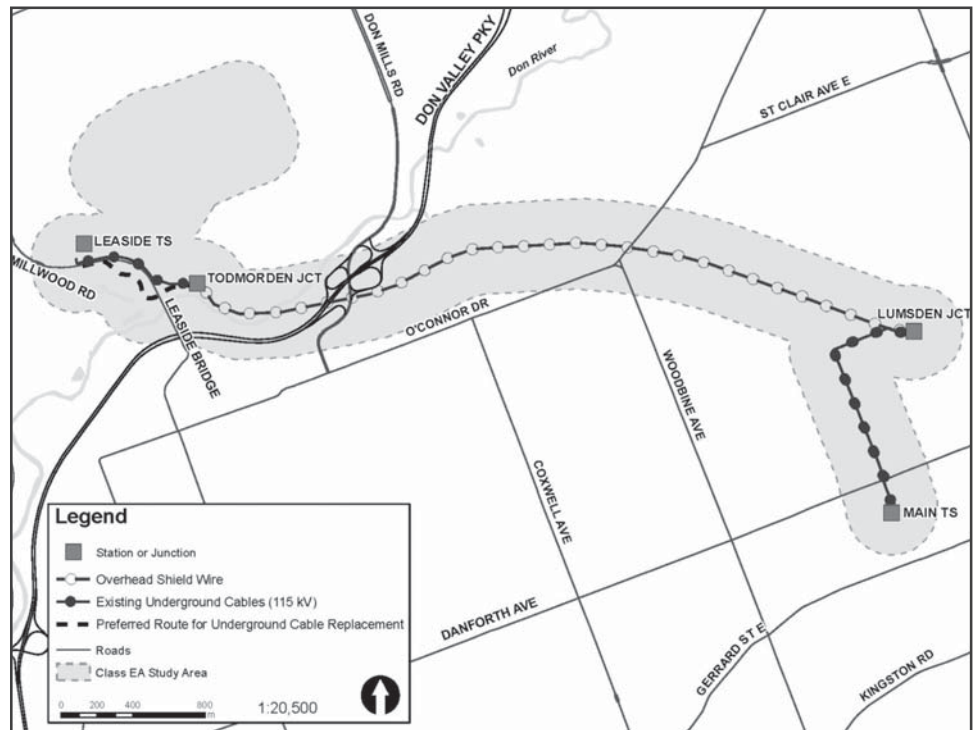
**Dawes Road Toronto
Public Library**
416 Dawes Road
Tel: 416-396-3820

**S. Walter Stewart Toronto
Public Library**
170 Memorial Park Avenue
Tel: 416-396-3975

Written questions or comments on the draft ESR must be received by Hydro One no later than **4:30 p.m. on Monday, October 17, 2016**.

PLEASE ADDRESS YOUR CORRESPONDENCE TO:

Paul Dalmazzi, Environmental Planner
Hydro One Networks Inc.
483 Bay Street, North Tower, 14th Floor
Toronto, ON M5G 2P5
Email: Community.Relations@HydroOne.com
Tel: 416-345-6799



Hydro One will respond to and make best efforts to resolve any issues raised by concerned parties during the public review period. If no concerns are expressed, Hydro One will finalize the ESR and file it with the Ministry of the Environment and Climate Change. The project will then be considered acceptable and may proceed as outlined in the ESR.

The *Environmental Assessment Act* has provisions that allow interested parties to ask for a higher level of assessment for a Class Environmental Assessment project if they feel that outstanding issues have not been adequately addressed by Hydro One. This is referred to as a Part II Order request. Such requests must be addressed in writing to the Minister of the Environment and Climate Change, as well as the Director of the Environmental Approvals Branch and received no later than **4:30 p.m. on October 17, 2016**, at the following addresses:

Minister of the Environment and Climate Change
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto, ON M7A 2T5
Email: Minister.MOECC@ontario.ca

Director, Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair West, 1st Floor
Toronto, ON M4V 1P5
Email: EAASIBgen@ontario.ca

Please note that a duplicate copy of a Part II Order request must also be sent to Hydro One at the address noted.



Partners in Powerful Communities

**NOTICE OF DRAFT ESR REVIEW PERIOD
POSTPONEMENT**



HELLO!

Update on Draft Environmental Study Report for Hydro One's Leaside to Main Infrastructure Refurbishment Project

Dear Resident,

Earlier this year, Hydro One initiated a Class Environmental Assessment (EA) to refurbish existing infrastructure located in the eastern part of downtown Toronto, as shown on the attached map. Maintaining this infrastructure is critical to ensuring a continued reliable supply of power to homes and businesses in the area.

Please be advised that the release of the draft Environmental Study Report (ESR) for Hydro One's Leaside to Main Infrastructure Refurbishment Project has been postponed until later this fall.

As you may recall, the Class EA originally included the replacement of shield wire between Todmorden Junction (JCT) and Lumsden JCT. This work has been postponed and will no longer be assessed in the draft ESR as we re-evaluate the work required in the area and seek opportunities to combine the shield wire replacement with future refurbishment activities.

As such, the draft ESR will focus solely on the replacement of existing underground 115 kV cables between:

**Leaside Transformer Station (TS) and Todmorden JCT and;
Lumsden JCT and Main TS.**

Although the draft ESR was initially scheduled to be released for a public review and comment period from September 1 to October 17, we will instead be issuing a draft ESR which reflects the above changes later this fall.

You will receive advance notice prior to the start of the revised draft ESR review and comment period.

Should you have any questions, please don't hesitate to contact us.

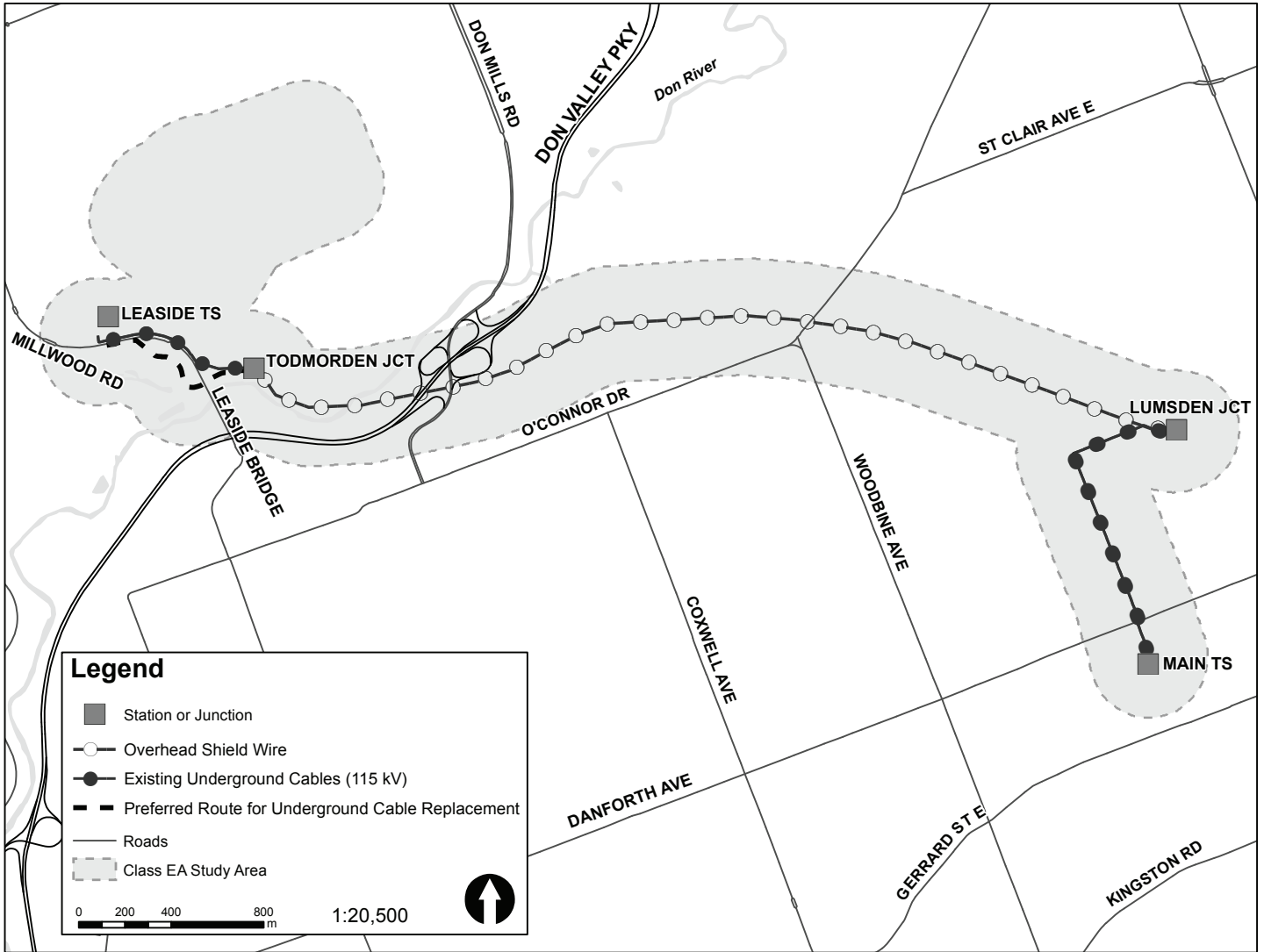
Hydro One Community Relations
t: 416-345-6799
e: Community.Relations@HydroOne.com

www.HydroOne.com/Projects/Leasidetomain



Partners in Powerful Communities

Leaside to Main Infrastructure Refurbishment Project Map



NOTICE OF REVISED DRAFT ESR REVIEW PERIOD

NOTICE OF COMPLETION OF DRAFT ENVIRONMENTAL STUDY REPORT Leaside to Main Infrastructure Refurbishment Project

Earlier this year, Hydro One Networks Inc. (Hydro One) initiated a Class Environmental Assessment (EA) for the Leaside to Main Infrastructure Refurbishment Project, to replace aging underground transmission cables in eastern downtown Toronto. This work is required to maintain a safe and reliable supply of electricity to the area. Hydro One has now completed the draft Environmental Study Report (ESR), which will be available for a 47-day public review and comment period beginning on September 29, 2016.

The proposed undertaking consists of:

- Replacing the underground cable between Leaside Transformer Station (TS) and Todmorden Junction (JCT). Hydro One has selected a preferred routing option as shown on the map and documented in the draft ESR; and
- Replacing the underground cable between Main TS and Lumsden JCT along the existing route, as no feasible alternatives were identified.

The replacement of underground cable is subject to the *Class EA for Minor Transmission Facilities* (Ontario Hydro, 1992). Pending the necessary approvals, construction could begin in mid-2017.

Our consultations on this project have included the replacement of overhead shield wire between Todmorden JCT and Lumsden JCT, which Hydro One had originally planned to complete at the same time as the underground cable replacement. The work on the shield wire has now been postponed and will no longer be assessed in the draft ESR. Hydro One is currently re-evaluating this work to identify opportunities to combine the shield wire replacement with future refurbishment activities that may be required in the same area. The release of the draft ESR, originally scheduled for early September, was deferred to incorporate this change. Nearby residents and stakeholders will be notified when more information about the overhead line work is available.

HOW TO PROVIDE YOUR INPUT

The draft ESR will be available for a 47-day public review and comment period from September 29, 2016 to November 14, 2016.

The draft ESR can be viewed at www.HydroOne.com/projects/LeasidettoMain/, and hard copies will be available for review at the following locations:

**Thornccliffe Toronto
Public Library**
48 Thornccliffe Park Drive
Tel: 416-396-3865

**Main Street Toronto
Public Library**
137 Main Street
Tel: 416-393-7700

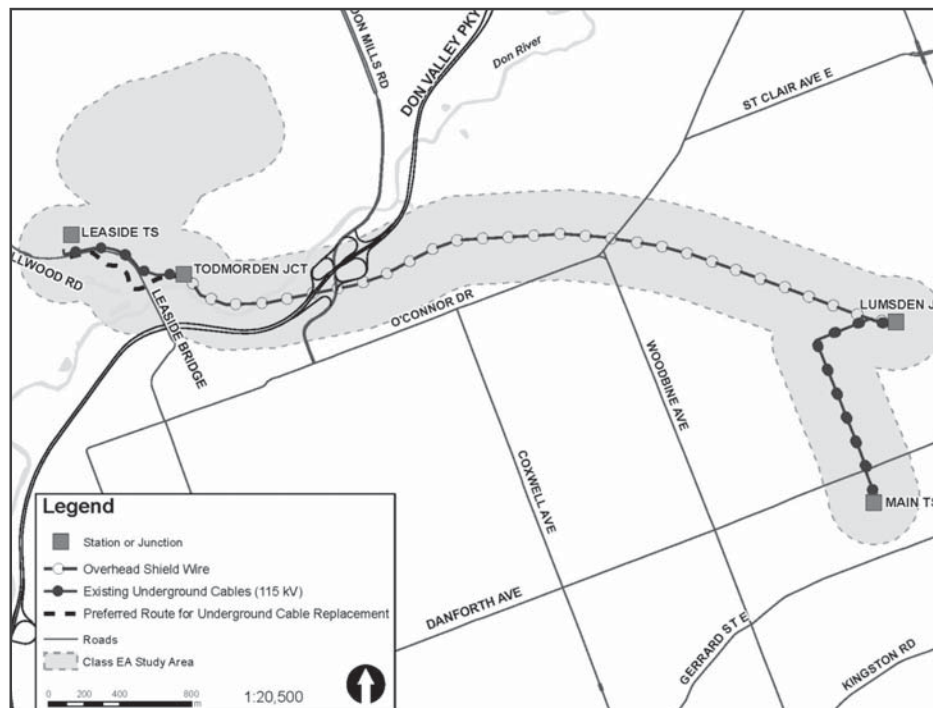
**Dawes Road Toronto
Public Library**
416 Dawes Road
Tel: 416-396-3820

**S. Walter Stewart Toronto
Public Library**
170 Memorial Park Avenue
Tel: 416-396-3975

Written questions or comments on the draft ESR must be received by Hydro One no later than **4:30 p.m. on November 14, 2016**.

PLEASE ADDRESS YOUR CORRESPONDENCE TO:

Paul Dalmazzi, Environmental Planner
Hydro One Networks Inc.
483 Bay Street, North Tower, 14th Floor
Toronto, ON M5G 2P5
Email: Community.Relations@HydroOne.com



Hydro One will respond to and make best efforts to resolve any issues raised by concerned parties during the public review period. If no concerns are expressed, Hydro One will finalize the ESR and file it with the Ministry of the Environment and Climate Change. The project will then be considered acceptable and may proceed as outlined in the ESR.

The *Environmental Assessment Act* has provisions that allow interested parties to ask for a higher level of assessment for a Class Environmental Assessment project if they feel that outstanding issues have not been adequately addressed by Hydro One. This is referred to as a Part II Order request. Such requests must be addressed in writing to the Minister of the Environment and Climate Change, as well as the Director of the Environmental Approvals Branch and received no later than **4:30 p.m. on November 14, 2016**, at the following addresses:

Minister of the Environment and Climate Change
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto, ON M7A 2T5
Email: Minister.MOECC@ontario.ca

Director, Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair West, 1st Floor
Toronto, ON M4V 1P5
Email: EAASIBgen@ontario.ca

Please note that a duplicate copy of a Part II Order request must also be sent to Hydro One at the address noted.



Partners in Powerful Communities

APPENDIX D

STATEMENT OF COMPLETION

For Office Use Only		
Reference Number	Date (yyyy/mm/dd)	Initials

General Information and Instructions
General

The information provided on this form is collected under authority of the Ministry of the Environment and Climate Change Environmental Screening Process for electricity projects.

Instructions

1. Questions regarding the completion and submission of this form should be directed to Customer Services and Outreach Unit at the Environmental Approvals Access and Service Integration Branch (416 314 8001 or 1-800-461-6290).

2. Please send the completed form to:

Ministry of the Environment and Climate Change
Director, Environmental Approvals Branch
135 St. Clair Avenue West, 1st Floor
Toronto ON M4V 1P5
Fax: 416 314-8452

Proponent Information

Proponent Name (legal name of organization)

Hydro One Networks Inc.

Contact Person

Last Name

McCormick

First Name

Brian

Middle Initial

J.

Telephone Number

416 345-6597 ext.

Fax Number

Email Address

Brian.McCormick@HydroOne.com

Proponent Type

- Municipal
 Provincial
 Crown Corporation
 Federal
 Private Sector
 Other (describe) ►

Proponent Mailing Address

Civic Address

Unit Number

TCT 12

Street Number

483

Street Name

Bay Street

PO Box

Delivery Designator

- Rural Route
 Suburban Service
 Mobile Route
 General Delivery
 N/A

Delivery Identifier

Municipality/Unorganized Township

Toronto

Province

Ontario

Country

Canada

Postal Code

M5G 2P5

Site Address **Civic Address**

Unit Number	Street Number	Street Name Please see attached map.	PO Box
Municipality/Unorganized Township Toronto		Province Ontario	Country Canada
			Postal Code

 Survey Address**Geo Reference (Non Address Information)**

Description	Map Datum	Zone	Accuracy Estimate	Geo-Referencing Method	UTM Easting	UTM Northing
Southwest corner of property						
Physical location of front door						

Project Information

Project Name

Leaside to Main Infrastructure Refurbishment Project

Nameplate Capacity of Facility (in megawatts)

115 kV Underground Transmission Cables (Circuits H7L/ H11L)

Power Source or Fuel Type

- Wind
 Water (hydroelectric)
 Natural gas
 Biomass
 Landfill gas
 Waste biomass
 Oil
 Coal
 Municipal solid waste
 Hazardous waste
 Liquid industrial waste
 Other (describe) ► Electricity from existing provincial grid

Brief Project Description

This project involves the replacement of two sections of existing 115 kilovolt (kV) underground transmission cables in the eastern area of downtown Toronto. For the first section, between Leaside Transformer Station (TS) and Todmorden Junction (JCT), new cross linked polyethylene (XLPE) cables will be installed along a new route, and the old low pressure oil-filled (LPOF) cables will be drained of oil, capped, and decommissioned in situ. Along the second section, between Lumsden JCT and Main TS the old LPOF cables will be dug up and new XLPE cables will be installed in their place. Unlike the existing LPOF cables these new XLPE cables do not contain insulating oil and will not be directly buried. As a result, these refurbishment activities will ensure a continued safe and reliable supply of power to Toronto Hydro-Electric System Ltd. customers in the area and will minimize the risk of future power interruptions.

Was a Screening Report prepared?

- Yes No

Was an Environmental Review Report prepared?

- Yes No

Was an Equivalent Review Report prepared?

- Yes No

Availability of Documentation Same as Site Address

Proponents are required to retain, either on site or in another location where they will be readily available, any Screening Report, Environmental Review Report, Equivalent Review Report, Addendum, and related notices and Statements of Completion prepared under the Environmental Screening Process, as well as documentation of any commitments made by the proponent to address concerns after one of the above-noted reports was prepared.

Civic Address

Unit Number TCT 12	Street Number 483	Street Name Bay Street	PO Box
Municipality/Unorganized Township Toronto	Province Ontario	Country Canada	Postal Code M5G 2P5

Survey Address

Geo Reference (Non Address Information)

Description	Map Datum	Zone	Accuracy Estimate	Geo-Referencing Method	UTM Easting	UTM Northing
Southwest corner of property						
Physical location of front door						

Contact Information about project documentation

Contact Person

Last Name McCormick	First Name Brian	Middle Initial J.
Telephone Number 416 345-6597 ext.	Email Address	Website containing project documentation http://www.hydroone.com/Projects/LeasidetoM

Elevation Requests


Were any Elevation Requests Received?

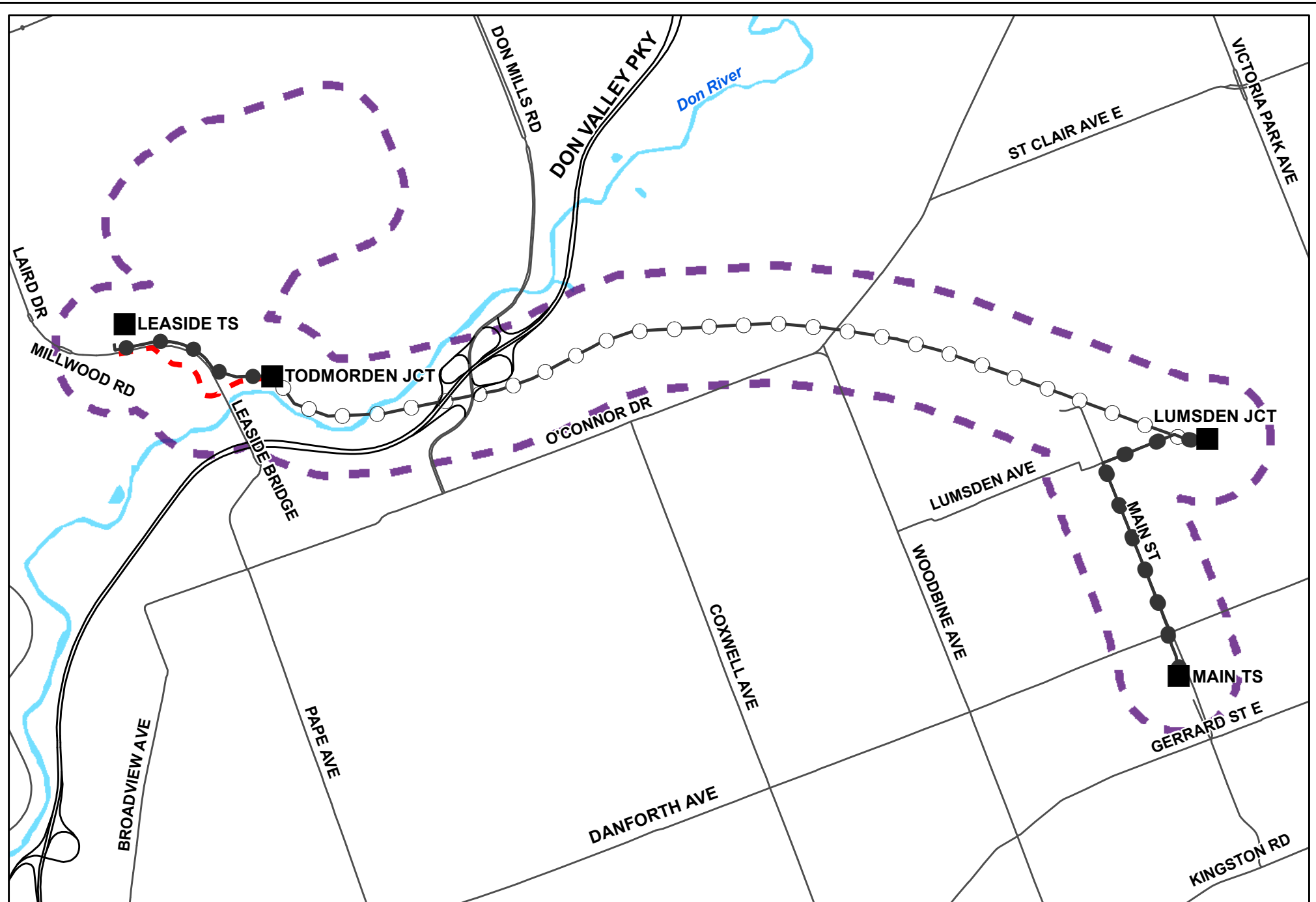
Yes No

If Yes, how were they resolved?

Statement of Proponent

I, the undersigned hereby declare that, to the best of my knowledge, the information contained in this statement is complete and accurate in every way, and I have complied with the Environmental Screening Process established under the *Environmental Assessment Act* of Ontario in the environmental review of the above-noted project.

Name Brian J. McCormick	Title Manager, EEPS
Signature 	Date (yyyy/mm/dd) 2017/03/27



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 Date: Aug 29 2016
 Map14-117_Leaside x Main_General
 inergi
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Transmission Lines
 Circuits H7L/H11L (115 kV)

- Existing Overhead Lines and Shield Wire
- Existing Underground Cables (115kV)
- Preferred Route for Underground Cable Replacement

Highways
 Roads

Station or Junction
 Class EA Study Area
 Water

Figure 1-1: Project Location Map and Study Area

1:21,000

0 150 300 600 m