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VIA Email and RESS

August 4, 2020

Ms. Christine Long
Board Secretary
Ontario Energy Board
2300 Yonge Street, Suite 2700
Toronto, Ontario, M4P 1E4

Dear Ms. Long:

**Re: Enbridge Gas Inc. ("Enbridge Gas")
Ontario Energy Board ("Board") File No.: EB-2018-0108
NPS 30 Don River Replacement Project ("Project")**

On November 29, 2018 the Board issued its Decision and Order for the above noted proceeding which included, as Schedule B, several Conditions of Approval.

Per section 6. (a) in the aforementioned Decision and Order, Enbridge Gas is to provide the Board with a post construction report no later than three months after the in-service date. Please find enclosed a copy of the Post Construction report for the NPS 30 Don River Replacement project.

Please contact me if you have any questions.

Yours truly,

(Original Digitally Signed)

Alison Evans
Advisor Rates
Regulatory Application

NPS 30 Don River Replacement:

Post-Construction Interim
Monitoring Report

EB-2018-0108

Company: Enbridge Gas Inc.



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Introduction

On November 29, 2018, the Ontario Energy Board (“OEB”), in its Decision and Order for EB-2018-0108, granted Enbridge Gas Inc. (“Enbridge”) leave to construct to replace a segment of natural gas pipeline that crosses the Don River by way of an infrastructure bridge that was constructed in 1929 and is owned by Enbridge. This project is referred to as the NPS 30 Don River Replacement Project (“the Project”).

This is the Post-Construction Interim Monitoring Report (“Interim Report”) for the Project.

As part of the Project, Enbridge conducted the studies listed in **Table 1** to inform the design, planning and permitting process, identify environmental and socio-economic impacts potentially resulting from construction, and minimize and mitigate impacts through the application of documented mitigation measures.

Table 1: Studies Completed for the Project

REPORT TITLE	CONDUCTED BY:	DATE
Proposed NPS 30” Don River Natural Gas Replacement – Environmental Report	Stantec Consulting Ltd.	August 15, 2017
Environmental Protection Plan: NPS 30” Don River Natural Gas Replacement Project	Stantec Consulting Ltd.	September 2017
Stage 1 Archaeological Assessment: NPS 30 Don River Replacement Supply Project EA, City of Toronto, Ontario	Stantec Consulting Ltd.	March 21, 2018
Geotechnical and Hydrogeological Investigation Report NPS 30 Don River Crossing via Microtunneling	Stantec Consulting Ltd.	January 25, 2019
Water Taking and Discharge Report, NPS 30 Don River Crossing via Microtunneling	Stantec Consulting Ltd.	July 22, 2019
Arborist Report DVP & Eastern Ave – NPS 30 Replacement Ward 30 – R1	Fredi Buob	August 10, 2018
Displacement Monitoring Program NPS 30 Don River Crossing via Micro-tunneling Metrolinx Railway Crossing	Stantec Consulting Ltd.	December 4, 2018
Displacement Monitoring Program Toronto and Region Conservation Authority Flood Protection Landform NPS 30 Don River Crossing via Micro-tunneling	Stantec Consulting Ltd.	December 11, 2018

REPORT TITLE	CONDUCTED BY:	DATE
NPS 30 Don River Replacement Cultural Heritage Assessment Report	Stantec Consulting Ltd.	August 1, 2018
NPS 30 Don River Replacement – Heritage Impact Assessment	Stantec Consulting Ltd.	August 15, 2018

Construction on the Project began on May 14, 2019 and was energized with an in-service date of April 21, 2020. Enbridge filed, in accordance with the Conditions of Approval for the project, notifications of these Project milestones with the OEB.¹

This Interim Report was prepared to satisfy the condition 6a) of the Conditions of Approval set out in the Decision and Order for EB-2018-0108, as follows:

6. Both during and after construction, Enbridge shall monitor the impacts of construction, and shall file with the OEB one paper copy and one electronic (searchable PDF) version of each of the following reports:

a) a post construction report, within three months of the in-service date, which shall:

- i) Provide a certification, by a senior executive of the company, of Enbridge's adherence to Condition 1:*
- ii) Describe any impacts and outstanding concerns identified during construction;*
- iii) Describe the actions taken or planned to be taken to prevent or mitigate any identified impacts of construction;*
- iv) Include a log of all complaints received by Enbridge, including the date/time the complaint was received, a description of the complaint, any actions taken to address the complaint, the rationale for taking such actions; and*
- v) Provide a certification, by a senior executive of the company, that the company has obtained all other approvals, permits, licenses, and certificates required to construct, operate and maintain the proposed project.*

The Certifications required pursuant to conditions 6 a) i) and 6 a) v) are attached as **Appendix A** to this Interim Report.

Project Description

Enbridge replaced and abandoned approximately 0.35 km of extra high-pressure steel NPS 30 natural gas pipeline supplying the City of Toronto, Ontario. The section of pipeline that was replaced is partially located on bridge infrastructure owned by Enbridge that spans the Don River.

The replaced segment originates at the existing NPS 30 pipeline on the west side of the Don River, 25 m north of the bridge. From this point, it travels south along Bayview Avenue, east across the Don

¹ Please refer to the letters dated May 3, 2019 and April 22, 2020.

River and Don Valley Parkway (DVP) via a trenchless crossing, and then terminates at Sunlight Park Road, where it connects to the existing NPS 30 pipeline Refer to **Appendix B. Figure 1: Final Pipeline Location.**

Construction Effects and Mitigation Measures

All construction and rehabilitation activities comply with the Conditions of Approval set out in the OEB Decision and Order for EB-2018-0108, including ensuring that the requirements of all approvals, permits, licenses and certificates are fully addressed. In addition, the Project activities were conducted in accordance with Enbridge's Construction Policies and Procedures and the mitigation measures and inspection and monitoring recommendations outlined in Sections 4.0 and 6.0 of the NPS 30" Don River Natural Gas Replacement – Environmental Report ("ER"). The ER evaluated potential impacts and concerns and proposed mitigation measures to reduce and/or eliminate them.

Once pipeline design was complete, the potential impacts, mitigation measures and monitoring requirements were further refined and documented in the Environmental Protection Plan ("EPP") for the Project.

Many of the potential environmental effects identified in the ER and EPP were avoided by locating the pipeline within existing road allowance and previously disturbed utility corridors as well as utilizing Micro-Tunneling for pipeline installation. Inspectors monitored construction for potential environmental concerns, provided guidance on environmental protection, as required, and contributed to successful Project completion.

A Project Kick-Off meeting with was held on March 14, 2019 to communicate project specific details, including health, safety and environmental requirements. Weekly inspector meetings were held to review the Project status and any issues identified to ensure they were resolved in a timely manner.

CONSTRUCTION WITHIN SPECIES AT RISK HABITAT

As part of the environmental assessment process and targeted field studies, Stantec Consulting identified the potential for seven species at risk ("SAR") and their habitat to occur within the Project area. These included the following:

- Queensnake (*Regina Septemvittata*)
- Little Brown Myotis (*Myotis lucifugus*);
- Eastern Small-footed Myotis (*Myotis leibii*);
- Northern Myotis (*Myotis septentrionalis*);
- Tri-colored Bat (*Pipistrellus subflavus*);

Mitigation measures were developed and implemented for the above-mentioned SAR, which included, but was not limited to, the following:

- Pipeline installation by Micro-Tunneling; Field staff reviewed a SAR field sheet to familiarize themselves with Queensnake.
- At the beginning of every workday, the site and any equipment left overnight was screened for snakes.
- If snakes or any other species at risk (e.g. bats) were observed at the site, workers were instructed to halt construction and notify the environmental inspector.
- All brush and trees felled were removed immediately to discourage use of these features by snakes or other species.

- Vegetation clearing activities and tree removal was avoided during the bird breeding season (April 1 – August 30); when unavoidable, a nest sweep would be conducted within 7 days of clearing commencing.
- As per Section 27.3.2 in the Construction & Maintenance Manual, all equipment was inspected and cleaned of soils and plants prior to entering the work site, moving within, or leaving the work site to prevent the spread of invasive species

The SAR and the associated mitigation measures were communicated during the Project kick-off meeting scheduled on March 14, 2019.

No SAR were identified during the construction of the Project.

TREE REMOVAL

Prior to construction, an arborist report was prepared to identify trees that may be injured, destroyed or removed during the construction of the Project. This assessment was prepared according to the City of Toronto Municipal Code Chapter 813, Article II, also known as Street Tree Protection By-law. Impacts to trees were minimized by constructing the pipeline within previously disturbed right-of-way and by utilizing micro-tunneling. Trees that were located within the vicinity of entry and exit pits were surveyed.

As part of the Project, approximately two hundred and forty-five (245) trees equal to or greater than 10 cm Diameter at Breast Height (“DBH”) within the City of Toronto road allowance required removal. In addition, several trees under 10 cm DBH also required removal. Tree removals were considered minor overall with no high significance trees or species at risk observed within or adjacent to any of the work areas. Remittance was provided to the City of Toronto as part of the permit to remove trees.

In order to avoid impacts to trees outside the entry and exit pits, the following mitigation measures were implemented during construction, as required:

- The limits of the work area were clearly defined and any trees adjacent to the entry and exit pits that may come into contact with equipment were identified and flagged.
- Equipment, vehicles, or materials were not stored or driven in areas adjacent to trees in order to mitigate compaction and other related soil impacts.
- Separate staging, laydown and parking areas were established in open areas away from any trees planned for preservation. When not feasible, areas adjacent to preserved trees, were cushioned with a heavyweight geotextile mat or other matting to prevent soil compaction.
- No foreign materials, garbage or debris were buried or deposited into the soil during site reclamation.

The arborist report was provided to the City of Toronto, for permission to injure, destroy and remove the above-mentioned trees.

To avoid impacts to birds and bats (including SAR), tree removals occurred outside of the migratory bird window (April 1 to August 31) and no tree removal was permitted within woodlots.

WATER MANAGEMENT

Water Taking and Discharge

As recommended in the EPP an Environmental Activity and Sector Registry (EASR) for water takings less than (<400,000L/day) was required for the project. An EASR registration was submitted and a water taking, and discharge plan was developed for the project.

During construction, the water taking and discharge plan for the EASR were followed, which included discharging in appropriate locations, measuring water taking and discharge volumes and utilizing erosion and sediment controls.

SETTLEMENT MONITORING

Due to the sensitivity of existing features within the project area, displacement and settlement concerns were identified by Metrolinx and Toronto and Region Conservation Authority (TRCA) for the existing railway and Flood Protection Landform (FPL) feature respectively. To address these concerns, displacement monitoring plans were implemented. The displacement plan for the Metrolinx railway tracks was developed based on the Metrolinx Ground & Track Movement Monitoring Requirements provided by Metrolinx and AECOM (dated May 2018) and Stantec's previous experience on Metrolinx projects. The displacement plan for the FPL feature was developed based on Stantec's extensive project experience in trenchless technology and development and implementation of displacement monitoring programs for similar applications, and included considerations identified in correspondence with the TRCA.

The Metrolinx displacement monitoring plan involved a combination of rail surface monitoring points and shallow in-ground points. The Metrolinx approved plan included the installation of approximately 52 rail surface monitoring points and 29 shallow in-ground monitoring points. Rail surface monitoring points consist of small survey target stickers affixed to the web of each rail at 2 m intervals for at 12 m on either side of the proposal pipeline alignment. Shallow in-ground monitoring points consist of 1200 mm long bars/rods that driven directly into the ballast at 2 m intervals for at least 12 m on either side of the proposed pipeline alignment along both sides of the rail lines.

The displacement monitoring program for the FPL was developed in coordination with the TRCA. The TRCA indicated that monitoring points, in any form, could not penetrate the FPL. In consideration of this criteria Stantec developed a monitoring plan centered on a combination of surface (shallow) monitoring points and target points on existing infrastructure on and immediately adjacent to the FPL. The plan included the installation and monitoring of approximately 13 surface monitoring points, 10 target monitoring points and 3 existing TRCA survey points. Surface monitoring points involved the installation of three-inch asphalt nails installed in asphalt and reflectorless technology points installed on catch basins and/or manholes. Target points were installed on the fire hydrant, light standard and hydro tower located within the project area. Existing surveys points installed by TRCA were also included in the monitoring program.

A baseline survey was completed prior to construction, followed by monitoring throughout the duration of construction. Displacement monitoring on the FPL feature will continue for another four years post construction. All measurements were submitted to an Engineer for review and evaluation.

The settlement at the monitoring points for the Metrolinx railway tracks was within the acceptable limits for the Project. For the FPL monitoring program, settlement was observed at several of the points and was attributable to the construction activity in the area which included the construction of the micro-tunnel receiving shaft. Mitigation measures were put in place including additional sheet piles and u-fill, site visits from a geotechnical engineer to monitor the settlement, and additional monitoring readings. The TRCA was notified of the displacement occurring as per the established monitoring program. Post construction monitoring will continue, and any further settlement will be evaluated by EGI's consultant and EGI will follow recommendations to remediate any issues that arise.

SPILLS

There were no recordable spills during construction.

TRAFFIC DISRUPTION

The Project area was located within City of Toronto municipal road right-of-way. As a result, vehicular traffic flow along the roadway was modified during construction. In addition to communicating with residents and businesses along the construction route, traffic control plans were developed in accordance with Ontario Traffic Maintenance - Book 7. Traffic control measures included applying traffic restrictions (timing of lane closures) and installing appropriate signage along the affected route.

Weekly field safety meetings were conducted for all on-site personnel which included vigilance around vehicular safety.

During winter construction the site was reviewed every morning to determine if it was deemed safe to work. If weather conditions were not suitable or potentially unsafe conditions were forecast, the site was shut down for the day.

HERITAGE RESOURCES

Determination of cultural heritage value or interest (CHVI) was undertaken according to criteria outlined in Ontario Regulation (O. Reg.) 9/06 made under the Ontario Heritage Act. The Enbridge Utility Bridge met four criteria (i.i, ii.i, iii.i, and iii.ii) of O. Reg. 9/06 and was found to have design value for its unique 'through arch' design, associative value for its connection to the Consumers' Gas Company, contextual value for supporting the early 20th century character of the area, and being physically, functionally and historically linked to its surroundings. The Old Eastern Avenue Bridge similarly met four criteria (i.i, iii.i, iii.ii, and iii.iii) of O. Reg. 9/06 and was found to have design value for its rare Baltimore Truss design, contextual value for supporting the early 20th century character of the area, acting as a local landmark, and being physically and historically linked to its surroundings.

It was recommended that site plan controls be put in place prior to construction to prevent potential indirect impacts as a result of the Project. Site plan controls included mapping heritage resources on construction maps and physically demarcating these properties to communicate the presence of these properties to construction crews. These resources were also at risk for indirect impacts resulting from construction-related ground vibration. To mitigate this risk, a property condition survey and vibration monitoring plan was developed by a licensed Geotechnical Engineer with cultural heritage experience.

CORKTOWN COMMON PARK

The project area was located within the Corktown Common Park located in the southeastern portion of the West Don Lands.

Dog Off-Leash Area

The Corktown Common featured a dog off-leash area that was removed as part of the project. Communication with City of Toronto Parks, Forestry and Recreation were ongoing throughout the project regarding the restoration of the off-leash dog area. The City of Toronto expressed interest in relocating the placement of the dog off-leash area. Payment in-lieu of rebuilding the dog off-leash area was agreed upon by the City and Enbridge.

Corktown Common Pedestrian Pathway

Parts of the parks pedestrian pathway was occupied as part of the construction staging area. As a result, pedestrian traffic was modified during construction. Communication and signage were posted for

the duration of the project to redirect pedestrian traffic. Upon completion of the project all pathways were restored to pre-construction condition.

INDIGENOUS CONSULTATION

As documented in the ER dated August 15, 2017, prepared by Stantec Consulting, the Ministry of Energy, Northern Development and Mines (“MENDM”) advised that, the Project had potential to adversely impact Aboriginal or treaty rights of the following Indigenous communities:

- Mississauga of the Credit First Nation

The above Indigenous community was engaged and consulted with during planning of the Project, including development of the ER. Enbridge gathered information from the above Indigenous group through outreach (written and verbal) and face to face meetings starting in 2017. Throughout the consultation process, the identified Indigenous group did not express any concerns regarding the project.

Prior to and during construction, the Mississauga of the Credit First Nation were kept informed of Project activities through emails, phone calls and in-person meetings regarding project updates, environmental technical briefings, archaeological and environmental field studies.

POST CONSTRUCTION SITE CONDITIONS

Impacts to the pipeline corridor were minimized by completing the pipeline installation by micro-tunneling. Restoration was required in the area of the entry and exit pit, along with the surrounding work areas. These areas were observed during site inspections to ensure appropriate restoration measures were completed and to monitor the success of restoration. Restoration was also conducted on an ongoing basis, where possible, with restoration beginning in areas where construction was complete.

Appendix C documents current conditions along the pipeline route along with any deficiencies identified and recommendations for outstanding issues. Final restoration for all remaining areas will be completed prior to the filing of the Post-Construction Final Monitoring Report in 2021.

Landowner Comments and Complaints

A Consultation Log for the Project can be found in **Appendix D**.

Summary

This Interim Report has been prepared in accordance with the OEB Decision and Order in EB-2018-0108. It documents the post-construction and restoration activities completed as part of the construction of the Project from May 14, 2019 to July 28, 2020. Measures implemented during construction and restoration activities have been successful.

A Final Monitoring Report, that will document the remaining site restoration activities, will be filed with the OEB no later than July 21, 2021 pursuant to condition 6b) in the OEB’s Conditions of Approval for the Project.

Appendix A

EXECUTIVE CERTIFICATIONS



NPS 30 Don River Replacement Project
EB-2018-0108

I hereby certify Enbridge Gas Inc. has constructed the facilities and restored the land in compliance with the OEB's Decision and Order in Schedule B, EB-2018-0108, Section 6 (a).

July 30th 2020
Date

Neil MacNeil
Neil MacNeil
Senior Executive

Condition 6 (a)

- a) a post construction report, within three months of the in-service date, which shall:
- i. Provide a certification, by a senior executive of the company, of Enbridge's adherence to Condition 1;
 - ii. Describe any impacts and outstanding concerns identified during construction;
 - iii. Describe the actions taken or planned to be taken to prevent or mitigate any identified impacts of construction;
 - iv. Include a log of all complaints received by Enbridge, including the date/time the complaint was received, a description of the complaint, any actions taken to address the complaint, the rationale for such actions; and
 - v. Provide a certification, by a senior executive of the company, that the company has obtained all other approvals, permits, licenses, and certificates required to construct, operate, and maintain the proposed project.

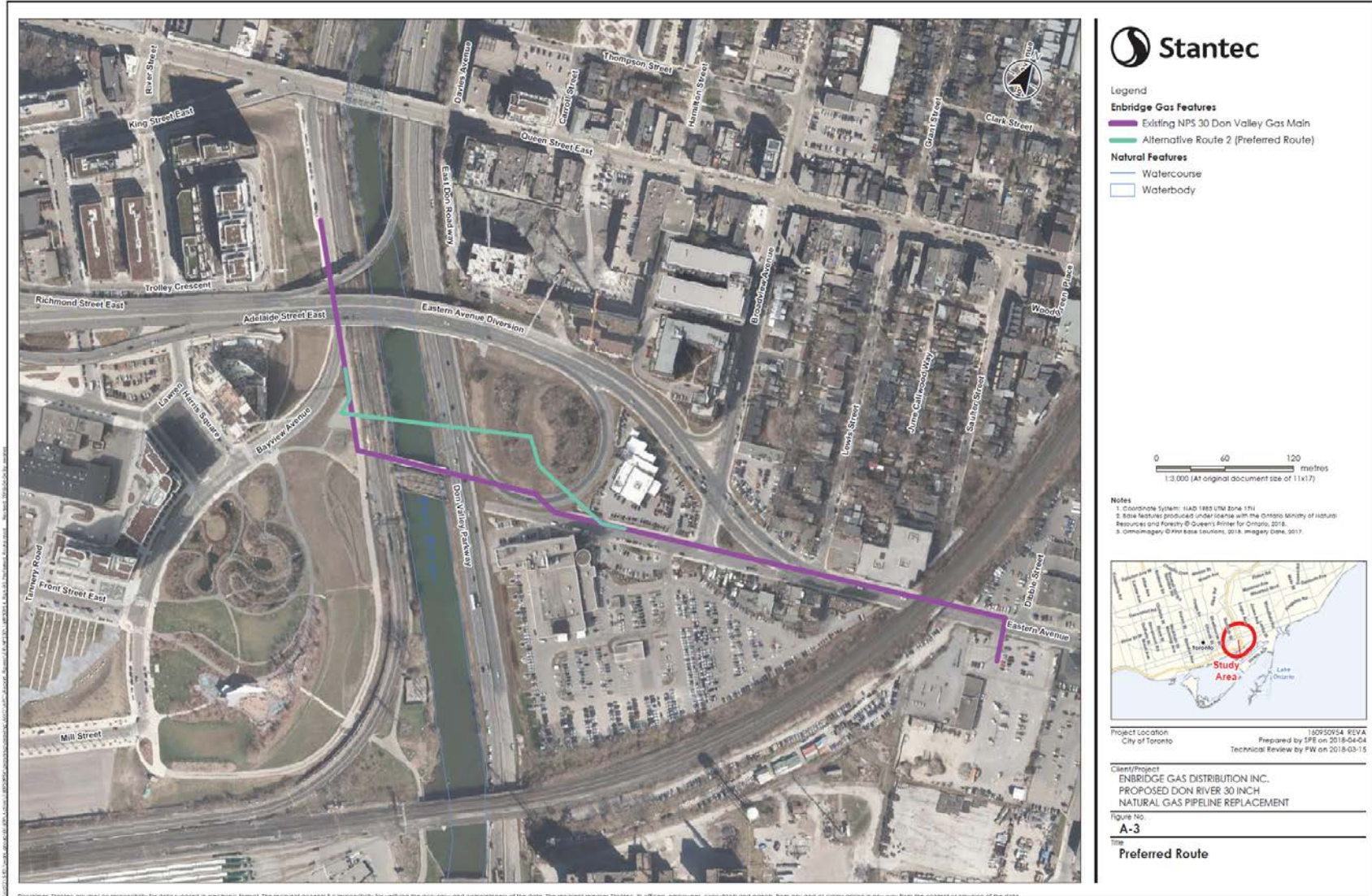
Condition 1

Enbridge Gas Inc. shall construct the facilities and restore the land in accordance with the OEB's Decision and Order in EB-2018-0108 and these Conditions of Approval.

Appendix B

FIGURES


Figure 1: Final Pipeline Location



Appendix C

RESTORATION LOG

LOCATION	SITE CONDITION	ADDITIONAL WORK? (Y/N)	COMMENTS/ RECOMENDATIONS	PHOTO (JULY 28, 2020)
West Side Exit Pit – Photo taken facing south-east	Reclaimed	N	<p>Disturbed area is located within the Corktown Commons Park including a pedestrian pathway, Hydro tower, and previous dog off-leash area. Pedestrian pathway has been restored. Evidence of reseeded is observed and early seed germination present. ESC measures have been removed.</p> <p>Seed growth and establishment to be monitored throughout growing season. No additional work required at this time.</p>	

West Side Exit Pit – Photo taken facing North	Reclaimed	N	<p>Disturbed area facing the Hydro Tower and dog off leash area. Evidence of seeding observed; early seed germination noted. No signs of erosion currently. ESC measures have been removed.</p> <p>Seed growth and establishment to be monitored throughout growing season. No additional work required at this time.</p>	
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<p>West Side Exit Pit – Photo taken facing West</p>	<p>Reclaimed</p>	<p>N</p>	<p>Disturbed area includes pedestrian pathway connecting to Bayview Avenue and surrounding park vegetation. Evidence of seeding observed; however, the application of seed and topsoil dressing appears to have been uneven. Early seed germination observed. No signs of erosion. ESC measures have been removed.</p> <p>Seed growth and establishment to be monitored throughout growing season. No additional work required at this time.</p>	
<p>East Side Entry Pit – Photo taken facing South</p>	<p>Reclaimed – Temporarily</p>	<p>N</p>	<p>Disturbed area is the greenspace within the Eastern Ave – Don Valley Parkway North On-Ramp. Evidence of seeding observed; early seed germination noted. No signs of erosion currently. ESC measures have been removed.</p> <p>Site was remediated to pre-construction standard. External work is planned to utilize the space for future infrastructure work. Evidence of tire tracks in the workspace.</p>	

<p>East Side Entry Pit – Sunlight Park Drive – Photo taken facing North</p>	<p>Reclaimed</p>	<p>Y</p>	<p>Disturbed area includes the sidewalk and asphalt of Sunlight Park Drive and greenspace surrounding the area. Sidewalk and asphalt have been restored to pre-construction grade. Evidence of seeding observed. ESC measures have been removed. No signs of erosion. Minor backfilling and seeding required adjacent to sidewalk.</p>	
<p>East Side Entry Pit – Eastern Avenue On-Ramp – Photo taken facing East</p>	<p>Reclaimed</p>	<p>N</p>	<p>Disturbed area includes the Eastern Avenue DVP North On-Ramp. Asphalt has been restored to pre-construction grade. Evidence of seeding observed. No signs of erosion. ESC measures have been removed. Seed growth and establishment to be monitored throughout growing season. No additional work required at this time.</p>	

East Side Tie-in pit – Sunlight Park Drive – Photo taken facing west	Reclaimed	Y	Disturbed area includes the tie-in pit located on Sunlight Park Drive, includes both asphalt and greenspace. Asphalt restored to pre-construction grade. Evidence of seeding observed. ESC measures have been removed. No signs of erosion. Minor backfilling and seeding required adjacent to asphalt and curb.	
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Appendix D

CONSULTATION LOG



ID	TYPE	STAKEHOLDER	DESCRIPTION	DATE ENTERED	ACTION PLAN	RESOLUTION	DATE RESOLVED
1	Complaint	Councillor Office	Email received from the office of Councillor Fletcher. Concerns raised regarding the removal of trees at the Eastern Ave on-ramp to the DVP. Councillor's office is receiving calls from the Public. Request to post project signs around the area with contact information.	25-Feb-19	Project signs to be posted on site with a contact number. Information to be provided to the Councillor's office.	Project signs posted on site. Communication sent to the Councillor's office re: Signage, Tree Removals, Tree Replanting, Homeless Encampment & Construction Timing	27-Feb-19
2	Communication	Councillor Office	Targeted communication to the city Councillor's for the project area.	28-Mar-19	Email Councillor Fletcher's Office Email Councillor Wong Tam's Office	28-Mar-19: Provided an email update on the status of the project to Councillor Fletcher and Councillor Wong-Tam. 16-Apr-19: Response from Councillor Wong-Tam's office received: Hello Lisa, Thank you for your email. I apologize for the delayed response. Thank you for providing this detailed information, which is very helpful. I have spoken to staff from the former Councillor's office, who let me know that both the West Don Lands Committee and the Corktown Residents and Business Association have been consulted and are aware that the Corktown Commons DOLA will need to be closed for a year.	28-Mar-19



Do you know if this is correct?
 Since I am new to the file, would you be able to provide the contact information for the City of Toronto staff person in Parks, Forestry and Recreation that you have been in contact with? This would be very helpful for me. My concern is that there may be residents upset that the DOLA is closed for a year. Do you have any messaging regarding why this is required, as it will be helpful for inquiries that come to our office.
 If you have any questions or comments, do not hesitate to reach out.
 Thank you!
 Warm regards,

Lisa Brody Hoffman
 Director, Public & Community Engagement
 City Councillor Kristyn Wong-Tam
 Ward 13, Toronto Centre
 tel: 416.392.7903
 email: lisa.hoffman@toronto.ca

16-Apr-19: Hello Lisa,

I apologize, I see Mark Kramer is the project coordinator!

Warm regards,

Lisa Brody Hoffman

3	Communication	West Don Lands Committee	Project team committed to sending a notification to West Don Lands	21-Mar-19	Enbridge to send notification of construction	Notification of construction commencement to West Don Lands Committee email sent March 21, 2019.	21-Mar-19
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			Committee prior to construction commencement		commencement to West Don Lands Committee		
4	Inquiry	Media	Representative from CBC reached out to Enbridge Media requesting an interview for the Don River Replacement Project	18-Mar-19	Enbridge to respond to CBC media request with project information.	Enbridge reached out to CBC Media and provided information on the project. An article was posted on CBC news website on March 19, 2019.	19-Mar-19
5	Inquiry	Public	Resident called the Project Phone number asking for information on the project and wanted to know what we are building. He lives in the vicinity of Eastern Ave/Don Valley Parkway.	26-Apr-19	Enbridge to call back and provide information on the project.	Enbridge called resident on April 30, 2019. He lives in the area and had seen some activity - wanted to know what we're doing (when it started and how long we'll be there etc). Very nice and seemed just generally interested.	30-Apr-19
6	Inquiry	Public	Message from resident on Project phone line. He is asking for information on what is going on at the on-ramp to the DVP with all the trees down. He indicated he prefers to correspond by email.	30-Apr-19	Enbridge to respond and provide key project messages via email.	<p>Enbridge emailed resident with project information. Hello,</p> <p>Thank you for your message and question regarding activity near the on-ramp of the Don Valley Parkway.</p> <p>Enbridge Gas Inc. is replacing a natural gas pipeline that currently crosses the Don River on a utility bridge. This existing pipe will be replaced with a new pipe beneath the Don River to allow for the continued safe and reliable delivery of natural gas to the City of Toronto. We are planning to start construction in May,</p>	2-May-19



and expect construction to be complete in December 2019 .

As part of this work, we cleared the trees in the area near to the on-ramp of the Don Valley Parkway. Tree clearing activities occurred in February 2019, and were approved by the City of Toronto Parks, Forestry & Recreation Department. The cleared trees will be replaced as part of the approved restoration plan and will be managed by the City of Toronto.

Please let me know if you have additional questions.

We also have project information available on our website. You can also visit our dedicated project web pages at: <https://www.enbridgegas.com/About-US> Please select the “Projects” tab, and choose “Don River 30 Inch Replacement Project”

Many thanks,
Kendra

7	Communication	West Don Lands Committee	Project team to provide updated information and key project messages to John Wilson - Co Chair of the West Don Lands Committee	30-Apr-19	Enbridge to send email with updated information and key project messages via email.	Enbridge sent email with updated information and key project messages via email.	6-May-19
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8	Inquiry	Public	A voicemail was received from a man named Brian on the Project phone line. He was wondering what was being built on the Don Valley Northbound on-ramp at Eastern Ave.	27-May-19	Enbridge to call Brian back and provide project information.	Enbridge called Brian. He had a couple of project questions related to what EGI is doing but said he has also gone online and answered them. Was appreciative of the call back.	28-May-19
9	Inquiry	Public	Caller inquiring about the work happening at Don Valley Parkway and Eastern Avenue.	6-Jun-19	Enbridge to respond.	Enbridge called back and provided general information on the project. Caller was grateful for the returned phone call.	18-Jun-19
10	Inquiry	Public	Question from Jeff asking what we are building at Eastern Ave and the DVP. He is a realtor and his client is wondering the height of what is being built.	17-Jun-19	Enbridge to respond.	Enbridge responded to Jeff and explained what we are constructing. He was happy to have the call returned.	18-Jun-19
11	Inquiry	Public	Message from Leslie curious about what we are building at Eastern Ave and the DVP.	19-Jun-19	Enbridge to respond.	Enbridge responded to Leslie and provided information on the project.	20-Jun-19
12	Inquiry	Public			Enbridge to respond.		20-Jun-19

			Message from Chris P curious about what Enbridge is building at Eastern Ave and the DVP. He lives in a condo across the street and wants to know how it might affect his property value.	19-Jun-19		Enbridge responded to Chris and provided information on the project and restoration.	
13	Inquiry	Public	Voicemail from James Dong inquiring about the NPS 30 Don River project. He lives across the street and would like to know what we're doing.	24-Jun-19	Enbridge to respond.	Enbridge phoned James back and provided an update on the project.	24-Jun-19
14	Communication	Councillor Office	Lisa emailed Councillor Wong-Tam and Councillor Fletcher's office to provide an update on the project. Email included update on receipt of permits and notice of work start on the west side.	8-Jul-19	Monitor for responses.	Enbridge to reply to any questions received.	
15	Inquiry	Public	Voicemail from Peter wanting information on the project located at Eastern Ave near Broadview.	9-Jul-19	Enbridge to respond.	Enbridge phone back and left a message for Peter with information on the project.	11-Jul-19

16	Inquiry	Public	Voicemail from Mark wanting information on the project located at the DVP on ramp.	6-Aug-19	Enbridge to respond.	Enbridge phoned back and provided an update on the project.	8-Aug-19
17	Communication	Councillor Office	Project update provided to Councillor Fletcher and Wong-Tam regarding tie-in dates, DVP on-ramp closure and night work.	9-Oct-19	Respond to any follow up questions, if any.		9-Oct-19
18	Communication	BMW	Meeting with BMW manager to provide an update on project progress and anticipated timing for usage of Talisker TWS.	20-Sep-19	Meet with BMW.	Provided update and impacts to tenant of Talisker land.	20-Sep-19
19	Communication	BMW	Email update to BMW manager regarding upcoming work on Sunlight Park Rd.	3-Oct-19	Emailed BMW.	Notified that we would need to take down some of the hedges growing on the ROW but that they will be replaced	3-Oct-19
20	Complaint	Public	Resident of building facing Eastern Ave noted that the light plant was	31-Oct-19	NPL spoke to the individual and agreed to move the light plant.	The light plant had just been moved to that area the day before. It was requested to be on overnight so that	31-Oct-19

			pointed at the building overnight.			security could see the fence on the far side. The light plant was moved after speaking to the resident.	
21	Inquiry	Public	City of Toronto Bylaw Officer left a message requesting information on the work happening at the Eastern Ave DVP on ramp.	18-Nov-19	Enbridge to respond.	Enbridge phoned and left a message with information on the project and her number for any follow-up questions.	21-Nov-19
22	Communication	Councillor Office	Update provided to the Councillor's office confirming the date for the DVP on-ramp closure (Nov 22-24).	8-Nov-19	Respond to any follow up questions, if any.		8-Nov-19
23	Communication	BMW	Email notification provided to BMW and Mini Dealership that we will require access to their property beginning on Nov 21st.	7-Nov-19	Respond to any follow-ups.		7-Nov-19
24	Complaint	Councillor Office	The Councillor's office received several complaints from	25-Nov-19	Enbridge to formulate a response.	Email to the Councillor's office: Good afternoon Susan,	26-Nov-19

residents about the noise impact of the approved overnight work during the closure of the DVP On-Ramp.

I would like to express our sincere apologies for the disruption your area residents and office faced over the weekend as a result of our project. When preparing for the closure of the Don Valley On-Ramp this weekend, we planned for this work to be completed as quickly as possible, over one weekend, in an effort to minimize the impact that closing the Don Valley On-Ramp would have on residents and commuters. We ensured traffic signs were up well in advance so area residents and commuters were informed but in hindsight, could have done more to ensure affected residents were aware of the noise that would accompany the overnight work.

Throughout this project, we have done our best to ensure your offices were made aware of project plans and timelines, affected areas, on-site activity, and special circumstances, with as much notice as were able to provide so you could best answer any questions that were raised by your constituents. We have also been committed to open communications with the public, and have shared information on our public open houses, the consultation process, project applications, affected areas and site activity.

We will improve our communication around overnight noise notifications going forward. This is our responsibility.



On this project, if any future overnight work is required, we will communicate with the directly affected residents, through channels such as a notification letter with details of the work and anticipated noise. We will also take this away and review it with the other Operations Managers across the City who are completing overnight work applications to ensure local resident communication is considered.

We are committed to open, transparent communications on all of our projects, and we will learn from this. Again, I would like to apologize for the issues this caused for your office and the disruption it caused your constituents.

Sincerely,
Lisa Robbins,

25	Complaint	Public	Call received through Dispatch - a resident across from the DVP on-ramp site called to complain about the noise impact of the construction work occurring during the DVP on-ramp closure work (night work).	22-Nov-19	Enbridge to phone back	Resident said it would have been great to have notified the condo building directly adjacent to the site because lots of them had questions last night about what was going on. Was happy to hear from me, and to hear that the work is last night and tonight. I told her we are doing what we can to finish today and not work overnight, but if we have to we have a permit to do so. I told her that we would take away her advice to notify any large buildings like hers if we need to do 24 hour work again. It's a good suggestion.	23-Nov-19
26	Communication	BMW				Emailed BMW and Mini dealership.	17-Dec-19



Email update to BMW and Mini Dealership regarding temporary demobilization from site and plan to return in March 2020 to complete the tie-ins.	17-Dec-19	Emailed BMW and Mini Dealership.
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