

2.0 ER Study Process

This ER study was initiated and prepared in 2007 and the winter of 2008 by a multidisciplinary team of environmental planners. Enbridge provided additional environmental support and engineering expertise throughout the study, as required.

As described, the study has been completed with consideration to the requirements of the *OEB's Guidelines (2003)*. The various steps outlined in the process have been divided into three phases, as presented in **Figure 2-1**.

2.1 PHASE I – INVENTORY AND MAPPING OF ENVIRONMENTAL FEATURES

The study commenced with delineation of the Study Area and notification to relevant federal, provincial, and municipal agencies as well as First Nations, and public interest groups. Environmental features and conditions in the Study Area were mapped and characterized based on published and unpublished literature, and maps. All geographically based environmental features and conditions were incorporated onto a series of digital base maps. Discussions with the Niagara Peninsula Conservation Authority ("NPCA"), and the City of Thorold, as well as information collected from relevant sources, provided information essential to compilation of the environmental inventory.

2.2 PHASE II – PIPELINE ROUTE SELECTION PROCESS

Phase II involved the identification of feasible route alternatives, identification of a Preliminary Preferred Route, and public consultation regarding the Preliminary Preferred Route. The identification of the Preliminary Preferred Route was carried out following discussions with Enbridge, a review of the data collected in Phase I, field surveys of the Study Area, and consideration of significant environmental features identified in the Study Area. To evaluate route alternatives, environmental constraints and opportunities were identified and used in conjunction with environmental features mapping, as well as Enbridge's criteria such as engineering, operations and cost.

The First Public Information Session was held at the beginning of Phase II, on May 16, 2007. Government agencies, the general public, and interested parties were invited to attend the First Public Information Session by newspaper notices and a mailing to all residences in the Study Area through admail. The First Public Information Session provided attendees an opportunity to review and comment on the study process, environmental features mapping, the alternative routes and the proposed evaluation measures. **Appendix B3** includes copies of all correspondence relating to the First Public Information Session.

ENVIRONMENTAL REPORT:

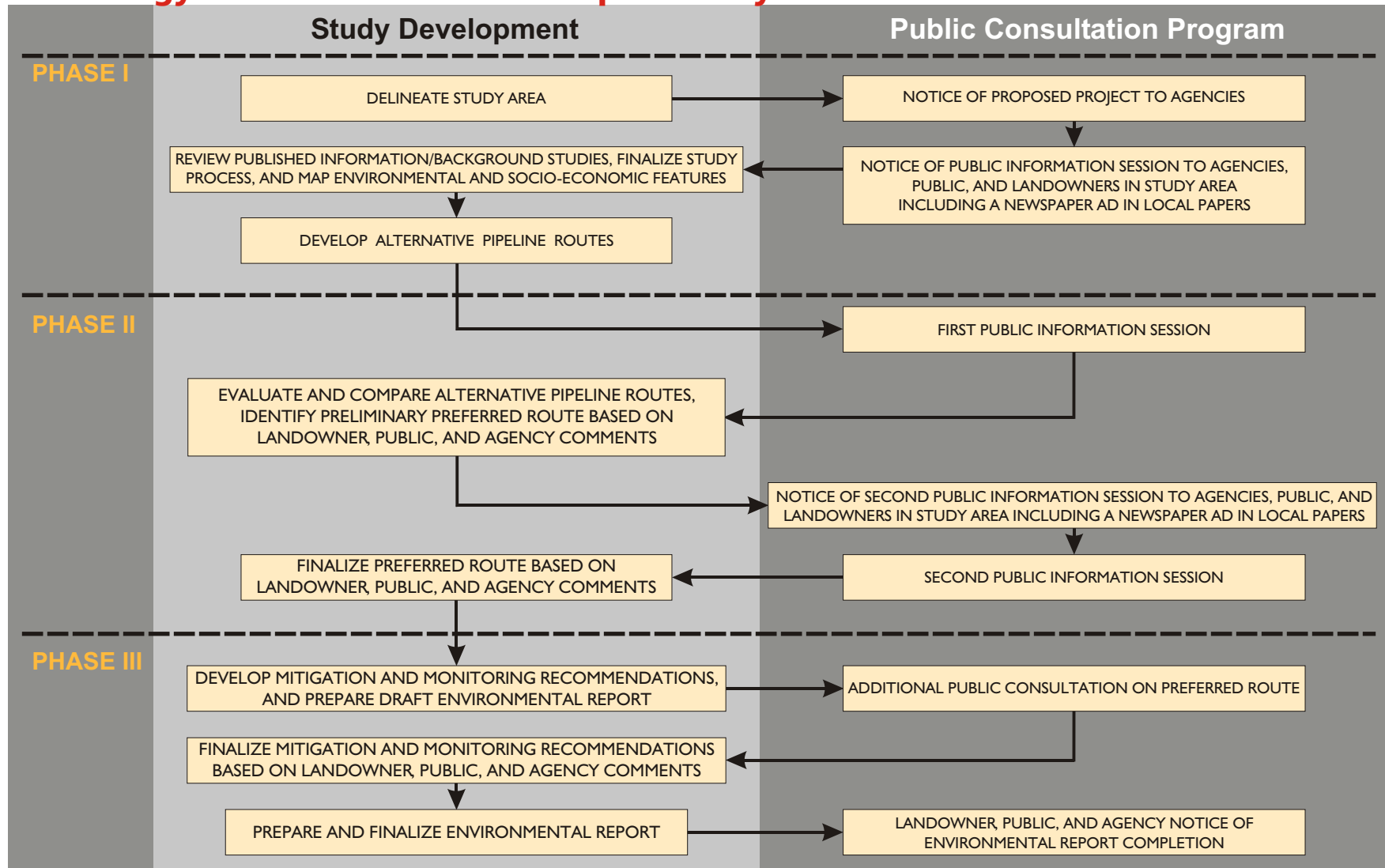
PIPELINE TO SERVE THE PROPOSED THOROLD COGEN L.P.

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April 2008

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Ontario Energy Board Environmental Report Study Process



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PREPARED FOR:
ENBRIDGE GAS DISTRIBUTION INC.
PIPELINE TO SERVE THE PROPOSED
THOROLD COGEN L.P.

FIGURE NO.

2.1

TITLE

ENVIRONMENTAL REPORT
STUDY PROCESS

Initiated: July, 2007
Revised: April, 2008



Stantec

ENVIRONMENTAL REPORT:**PIPELINE TO SERVE THE PROPOSED THOROLD COGEN L.P.**

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There were five attendees to the First Public Information Session that resided in or owned property within the Study Area. Attendees to the First Public Information Session expressed concern about safety and trying to decrease the potential for disruption to previously undisturbed areas.

Following the First Public Information Session, through the months of May and June, 2007, Enbridge and Stantec completed a more detailed analysis of the alternative routes to confirm the selection of the Preliminary Preferred Route. The Preliminary Preferred Route is illustrated in **Appendix A, Figure A-2**.

There were no concerns expressed by agencies that related to the alignment of the Preliminary Preferred Route.

2.3 PHASE III – PREFERRED ROUTE ALIGNMENT AND RECOMMENDED MITIGATION MEASURES

Following the detailed analysis, residents of the Study Area, agencies and interested parties were notified of the selection of the Preliminary Preferred Route through an invitation to attend the Second Public Information Session. The purpose of the Second Public Information Session was to introduce the Preliminary Preferred Route and to confirm the selection of the Preferred Route, as well as to discuss potential mitigation measures with members of the public and to provide information about route-specific mitigation techniques. In addition, the Second Public Information Session afforded further opportunities for stakeholders to review and comment on the study process. There were no comments received from the public that indicated that the Preliminary Preferred Route was not preferred by the public. Thus, the alignment of the Preliminary Preferred Route was selected as the original Preferred Route. The location of the original Preferred Route is illustrated in **Appendix A, Figure A-3**.

The original Preferred Route was presented to Enbridge in August 2007 for their review and approval. Enbridge determined the original Preferred Route to be acceptable from an engineering and construction perspective; however after further consultation with landowners during easement acquisition Enbridge sought Stantec's opinion of the environmental acceptability of an alternative Preferred Route that did not require extensive easements from private landowners.

A third Public Information Session was held on March 18, 2008 to provide an opportunity for agencies, First Nations, stakeholders, landowners and the general public to review the alternative Preferred Route. There were no concerns regarding the alignment of the alternative Preferred Route.

After conducting a windshield survey, further examination of previously collected materials, and considering public input, Stantec has determined that the alternative Preferred Route proposed by Enbridge is an environmentally and socio-economically acceptable route. The alternative Preferred Route ("Preferred Route") is illustrated in **Appendix A, Figure A-4**.

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Mitigation measures to address specific concerns along the Preferred Route are discussed in **Section 6**. **Section 6** describes the environmental features along the route, locations where relevant construction specifications apply, and locations where additional site-specific mitigation measures are recommended.

A cumulative effects analysis was carried out for the Preferred Route. The ER report will be distributed to relevant agencies, directly affected landowners, and to all others who request a copy.