

Imperial
Waterdown to Finch Pipeline Project
July 25, 2018
Canadian Pacific Railway (CP Rail) Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>CP Rail (CP)</i></p> <ul style="list-style-type: none"> • Jack Carello, Manager – Utilities and Flagging (JC) <p>Regrets:</p>	<p><i>Imperial (IOL)</i></p> <ul style="list-style-type: none"> • Amir Taherivand, Consultant (AT) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> • David Bui, Senior Engineer I (DB) • Hernan Castedo, Engineer III (HC) <p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> • John Yu, Planner, Team Lead, Planning and Permitting (JY) • Ryo Kikuchi, Planner, Planning and Permitting (RK) <p><i>Stantec Consulting (ST)</i></p> <ul style="list-style-type: none"> • Adam Hatch, Project Manager – Geotechnical Engineering (AH)
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Meeting Objectives

- Describe Imperial’s Waterdown to Finch Project (the Project)
- Discuss Affected CP Rail Lands and Requirements
- Confirm CP Rail Railway Property Permitting Requirements and Approvals
- Establish Point(s) of Contact for CP Rail

Topic	Discussion
Location	<ul style="list-style-type: none"> • Teleconference and join.me Screenshare
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview • Affected CP Rail Lands and Requirements <ul style="list-style-type: none"> ▪ Geotechnical & Settlement Monitoring Requirements <ul style="list-style-type: none"> ○ Geotechnical Protocol ▪ Corridor Access Permit ▪ Utility Crossing Application ▪ Flagging • Point(s) of Contact • Questions
Materials	<ul style="list-style-type: none"> • Imperial’s Sarnia Products Pipeline Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, geotechnical surveys, and CP Rail parcels

Safety Moment	<ul style="list-style-type: none"> JY shared a safety moment on being extra careful when driving across railway crossings on public roads. Some larger vehicles such as buses come to a full stop before driving through a railway crossing on a public road.
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> JY indicated that Imperial's Sarnia Products Pipeline (SPPL) runs from Imperial's Waterdown pump station in rural Hamilton to the company's terminal storage facility in Toronto's North York area. SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. SPPL has operated in the region for many years. Imperial is planning to replace approximately 63 km of the 12" line with new 12" pipe. The pipeline will continue to operate until the replacement segments are prepared for operation. The current pipeline will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design complete; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. JY provided an explanation on the two types of installation methods: Trenchless, including HDD, and Open cut.
Geotechnical & Settlement Monitoring Requirements	<p><u>Crossing 1</u></p> <ul style="list-style-type: none"> JY showed and described the first crossing is in Hamilton, located by Concession 5 Road and Robson Road. JY asked whether there are any concerns regarding this crossing. JC stated that there are no concerns, so long as the pipeline crosses the railway at a depth of at least 3.1 metres below the base of rail, and workspace does not encroach the rail right-of-way. The deeper the pipeline is the better, to protect the right-of-way for future upgrades/expansions. JY asked UPI to confirm if an HDD is proposed at this crossing, and if so, whether the HDD will occur at a depth greater than 3.1 metres. HC indicated that the pipe should be at a depth of at least 3.1 m at this location, but noted that the Project is still in the preliminary design stages so installation methods are still being considered. JY stated that Boreholes 4 and 5 are proposed on either side of the corridor for the purposes of submitting the Geotechnical report for this crossing, as per the latest Geotechnical requirements protocol provided by JC. A permit application will need to be submitted for access and flagging to cross CP Rail's corridor. JC asked whether access is from Concession 5 Rd E, and stated there are no concerns with access to Crossing 1 so long as flagging is arranged. AH confirmed that Borehole 4 is going to be accessed through the CP Rail corridor via Concession 5 Rd E and not through the adjacent private properties. The rail will be crossed with rubber-tracked

drills and not metal tracks. If required, additional matting can be placed so that damage is caused over the tracks.

- JC advised that access from the south side of the corridor is sloped, which will make it difficult for access; however, the north side will is flat is provides an easier access. JY stated that applications and mapping will be revised to have access road on the north side of the corridor as opposed to the south, for easier access.

Crossing 2

- JY showed and described the second crossing in City of Mississauga, located by Highway 403 and Creditview Rd. There are 2 proposed Boreholes, 50 and 51, on either side of the corridor. The access road is following an existing trail from the north.
- JC stated that there are no concerns for this crossing for Geotech surveys, so long as the same rubber-tracked drill rigs are used. AH clarified that the 2 boreholes are located outside of the corridor, but a permit will be required in order to cross this corridor for access to Borehole 50. JC reiterated that there are no issues, so long as permits are obtained and flagging is arranged.
- AH indicated that Borehole 50 is optional as Borehole 51 may provide enough information for design and engineering purposes. If Borehole 51 is sufficient, a permit would not be required as there will be no need to cross the CP Rail corridor. HC added that IOL is currently working on their Credit River pipeline project just south of this CP Rail corridor and so UPI may already have enough information for this area.
- DB stated that if Borehole 51 will suffice, then the preference is to conduct only this borehole, and a permit will not be required. JC could not confirm whether Borehole 50 can be eliminated at this time, and indicated that CP Rail has yet to assign an independent geotechnical engineer company to review the proposed Geotechnical surveys for these crossings, but will follow up with the contact information for the geotechnical engineering company once assigned. It will be either Golder or Thurber.

Crossing 3

- JY showed and described the third CP Rail Crossing in Toronto, by Finch Avenue and Weston Road, where Boreholes 128 and 129 are located on either side of the corridor. JY asked whether there are any on-going or future projects for CP Rail at this crossing. JC mentioned that there may be future tracks along this rail corridor, and so it is CP Rail's preference to have the pipeline be buried as deep as possible. JC reiterated that only rubber-tracked drill rigs should be used to cross the tracks.
- AH stated that access in this CP Rail corridor will not be required for Boreholes 128 and 129, as the borehole locations and access roads are proposed outside of the right-of-way.

Abandoned Rail Tracks

- HC asked whether the rail tracks located just northwest of Finch Ave W and Signet Dr is of CP Rail's interest. JC advised that these tracks are not under CP Rail's jurisdiction, and appear to be abandoned. JY further advised that this property is owned by Hydro One and so a discussion with Hydro One will confirm how the abandoned tracks should be dealt with. JC agreed and stated that, even if these rail tracks are reactivated in the future, CP Rail would not have jurisdiction over them, and Hydro One would be the appropriate party to be consulting with.

	<ul style="list-style-type: none"> AH added that a geotechnical investigation was completed in this area for another Project, and upon consultation with Hydro One, no additional requirements were necessary for these abandoned rail tracks. According to Hydro One, this deactivated track will not be reactivated in the future.
Corridor Access Permit/Utility Crossing Application /Flagging	<ul style="list-style-type: none"> JY indicated that, as per CP Rail's Geotechnical requirements protocol, the Project falls under CP Rail's Intermediate Process as the pipeline is 12 inches. JY asked whether AH had any questions for JC in regards to the Intermediate Process requirements. AH did not have any questions at this time, and suggested that he will contact CP Rail's independent geotechnical engineer company once assigned and provided. JY wanted to confirm if the 2018 version of the Utility Crossing Application is the most updated version for permanent crossings. JC confirmed that there are no later versions. JY asked JC how long it would take for CP Rail to review and provide comments on applications for the three crossings. JY stated that although installation of the pipeline is scheduled for Fall of 2019, the geotechnical surveys are proposed to start as soon as possible, once permits are received. JC said that he will try to expedite the review process as much as possible, but noted that he will be going on a 2-week vacation starting on August 30, 2018. JC stated that flagging is currently fully booked until late August or early September. AH asked whether it is possible to schedule a date for flagging, prior to receiving the permit. JC indicated that he can inquire with the CP Rail Track Supervisors if the crossing locations, coordinates, and Mile & Subdivision information can be provided via e-mail. JY asked whether another contact will be handling permit applications while JC is away, so that an application can be submitted before the end of the week (July 27, 2018). JC advised that there is not really anyone else that will be able to process the permit application. DB asked whether it is reasonable to have the Geotech crossing application reviewed by the end of the week before JC leaves, if submitted on July 26, 2018. JC stated that it is not reasonable, and so there are no guarantees that the application will be reviewed before July 26, 2018. Upon review, flagging is available during the week of August 20, 2018.
Point(s) of Contact	<ul style="list-style-type: none"> JC will be the main point of contact for land/right-of-way from CP Rail. JY/CA will be the main point of contact for land/right-of-way permitting from IOL.
Summary of Actions	Who
<ul style="list-style-type: none"> JC to assign and provide contact information for independent geotechnical engineering company. 	JC
<ul style="list-style-type: none"> AH to contact independent geotechnical engineering company for Geotechnical requirements, once the independent geotechnical engineering company is assigned and contact information is provided. 	AH
<ul style="list-style-type: none"> JY to send an e-mail to JC requesting the templates of the most up-to-date permanent crossing agreement and Release of Liability 	JY

<ul style="list-style-type: none">• UPI to update the access road and CP Rail crossing on the Geotech sketch for Boreholes 4 and 5.	UPI
<ul style="list-style-type: none">• JY to send crossing information to JC for arranging flagging in advance.	JY

Imperial
Waterdown to Finch Pipeline Project
July 26, 2018
City of Mississauga – Technical Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

City of Mississauga (MS)

- **Lincoln Kan**, Manager, Environmental Services
- **Imshun Je**, Manager, Environmental Site Management & Compliance
- **Auryn Soares**, Storm Drainage Coordinator
- **Abdul Shaikh**, Manager, Rapid Transit
- **Scott W Anderson**, Manager, Transitway Construction
- **Annie Thuan**, Legal Counsel
- **Naomi Furnston**, Legal Counsel
- **Jacqueline Murchland**, Supervisor, Land Management & Property Sales
- **Sangita Manandhar**, Team Leader Park Assets
- **Sandra Neal**, Landscape Architect
- **Raymond Lau**, Project Leader Engineering
- **Shaesta Hussien**, Planner
- **Alex Liya**, Traffic Operations Technologist
- **Dana Glofcheskie**, Supervisor, Transit Infrastructure Management
- **Alice Ho**, Supervisor, Transit Infrastructure Management

Note: Additional attendees were not able to confirm attendance.

Imperial (IOL)

- Ron Tourigny, Right of Way & Claims Coordinator (RT)

ExxonMobil (EM)

- Amir Taherivand, Consultant (AT)

Universal Pegasus International (UPI)

- David Bui, Senior Engineer I (DB)
- Hernan Castedo, Engineer III (HC)
- Jasmine Lewis, Engineer (JL)

CanACRE (CA)

- Haseeb Amirzada (HA)
- John Yu (JY)

ERM

- Mark Welsh (MW)

Meeting Objectives

- Describe Imperial’s Waterdown to Finch Project (the Project)
- Discuss Affected City of Mississauga Lands and Requirements
- Confirm City of Mississauga Road Crossing and Surplus Land Requirements and Approvals
- Discuss Affected MiWay Infrastructure and Ongoing Projects
- Confirm MiWay Requirements and Approvals

- Establish Point(s) of Contact for City of Mississauga and MiWay

Topic	Discussion
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves
Safety Moment	<ul style="list-style-type: none"> • RT provided a safety moment related to pipeline integrity.
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (5 min) • Affected City of Mississauga Lands and Requirements (35 min) <ul style="list-style-type: none"> ▪ Road Crossing <ul style="list-style-type: none"> ○ Permanent Road Crossing Agreement / Permit ○ Geotechnical & Settlement Monitoring Requirements ▪ Surplus Lands <ul style="list-style-type: none"> ○ Grant of Easement ○ Temporary Construction Requirements ▪ Road Occupancy Permit ▪ Excess Load Moving Permit ▪ Entrance Permit ▪ Water Source / Water Disposal Permit (for Hydrostatic Testing) ▪ Mississauga Park Properties • MiWay (10 min) <ul style="list-style-type: none"> ▪ Existing Infrastructure and Ongoing Projects ▪ Permanent Crossing Requirements ▪ Temporary Crossing Requirements • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Road Crossing ▪ Surplus Lands ▪ MiWay • Questions (5 min)
Materials	<ul style="list-style-type: none"> • Imperial's (IOL) Sarnia Products Pipeline (SPPL) Waterdown to Finch Powerpoint presentation July 2018 • Google Earth KMZ of project mapping and major crossings
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • Imperial (RT) indicated that Imperial's Sarnia Products Pipeline (SPPL) runs from Imperial's Waterdown pump station in rural Hamilton to the company's terminal storage facility in Toronto's North York area. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • SPPL has operated in the region for many years. It has been in operation since the 1950s. The line is ~65 years old and due to its age, as a proactive measure, Imperial is planning to replace approximately 63 km of the 12" line with new 12" pipe. The pipeline will continue to operate until the replacement segments are prepared for operation. • The current pipeline will be deactivated and removed from service. It will be cleaned, filled with nitrogen (inert gas to detect pressure monitoring), maintained with cathodic

	<p>protection, monitored and left in place. In addition, along the HONI corridor, there are other lines and infrastructure. We do not want to impact the other lines. Deactivation is undertaken to avoid impacts.</p> <ul style="list-style-type: none"> • Overview of timelines: Spring 2018 project launch, routing, environmental and cultural studies; Summer/Fall 2018 Community Information Sessions in 6 municipalities; Winter/Spring 2019 submission to Ontario Energy Board (OEB); Summer 2019 engineering design complete; Late Fall 2019 pre-construction communication. 2020 is the potential in-service start date. • RT provided an explanation on the two types of installation methods. • Trenchless technology, e.g., horizontal directional drill (HDD) is a method of installing underground pipe using a drilling rig at surface level. It is used to avoid sensitive areas, in dense residential or commercial areas, major watercourse crossings, etc. <ul style="list-style-type: none"> ○ Open cut construction is a method of pipeline installation. Pipe will be lowered into a trench and covered for protection. ○ We are conducting geotechnical, environmental, and archaeology surveys to help determine the appropriate design consideration for open cut and HDD installation methods. • Annie requested confirmation that there are two open houses required as per OEB. First one was just completed and the second one is in November. RT confirmed this. • Annie said that if the detailed engineering is planned to be in-progress this summer, for the open house in November, the design won't be complete. RT confirmed this to be true but Imperial will take feedback from stakeholders and go through multiple iterations of design. Imperial is hoping to have 40-50% complete for the pipeline design by November. The application to the OEB will include 50% design as well as environmental and other considerations but is subject to route changes. • MS asked if the new pipeline design and engineering will be updated to modern standards from the existing pipe. This was confirmed by UPI. • Naomi asked if there will be additional easement required. RT indicated that upon confirmation from survey, Imperial hopes to have the pipeline in the same easement except for when the pipe enters Hydro One's corridor lands. • MS asked if the new pipe will be laid beside the existing pipe, not over top of. RT confirmed it would be parallel to the existing pipe. • RT mentioned that the project brochures being handed out at the meeting were provided to disseminate more information for MS's review.
<p>Affected City of Mississauga Lands and Requirements</p>	<ul style="list-style-type: none"> • JY started going through various MS interests that are being impacted by the project. There are about 20 interests, including City roads and surplus/park lands. • Crossing #1 – Ridgeway Drive: SA stated that Metrolinx is looking to extend transitway and have completed their functional design and alignment. Their design-build tender is going out this fall. • Alex requested confirmation on the method for crossing the roads. It was confirmed the method is expected to be trenchless, so there should be no traffic concerns. • MS mentioned the project will be going into the Greenbelt and to expect specific requirements including Planning requirements for that. Imperial should ensure there is

no sediment contamination into the systems and potential contaminants should be identified for MS.

- Crossing #2 – Winston Churchill Blvd: MS said there is a transit parking lot belonging to Metrolinx and MS has servicing running along there. MS would like Imperial to avoid the parking lot here.
- Crossing #3 – Glen Erin Drive: In general, MS wants to know where the HDD sites are as they are mostly concerned with on-street/on-grade work. UPI indicated the HDD sites haven't been refined yet but this could be provided.
- MS asked if the staging areas are available or if they have been refined yet. Imperial confirmed that this is not available now.
- MS asked about water disposal. JY confirmed that the project may need to use the City's system to dispose of water and requested the appropriate process to follow from MS. Ministry of Environment, Conservation and Parks will be approached for anything related to Permits to Take Water.
- RT confirmed that HDDs will be conducted continuously, 24 hours a day until the drill is complete. MS indicated that Imperial will need a noise by law exemption and a notification needs to go out within 500m of the noise source at least a month before work starts.
- Due to the shortened time for the meeting, MS requested that a submission be made to MS for official comments at each crossing location by MS staff.
- MS indicated that Metrolinx is going to be a bigger issue as they have multiple projects on the go at this time. JY confirmed that a meeting with Metrolinx is currently being coordinated.
- AS asked for PDF version of all the impacted City interests.
- For surplus lands, which are non-road parcels owned by City on title, Imperial is expecting a grant of easement to be required. MS would like a map of each property showing the existing easement and whether it's a new or existing easement being used for the pipeline.
- Sandra said that the Credit River crossing has old growth trees and clearing may be an issue. This will be a challenging area as well with the topography. RT confirmed that this crossing is being reviewed with the City as a separate project.
- MS confirmed that Road Occupancy Permits and Haul permits are usually obtained by the Contractor. Alex would like to get the proposed haul routes to analyse for any issues.
- JY requested a confirmation of the entrance permit process. Alex said that the Supervisor for these permits is not here and he would get back to us.
- Water sourcing would be through Peel Region. Any disposal to City-owned storm sewers would be a City of MS process. Any disposal to Region-owned storm sewers or to its sanitary sewers would be a Region process. Any dewatering of water from groundwater and/or disposal of water to a natural surface water body, would be a Ministry of Environment, Conservation and Parks process.
- Public Coordination Committee (POCC) requires a submission for this project including permits such as for Road Occupancy. AS to confirm this process and get back to JY.
- For park properties, MS requested they be provided list of all surplus lands.

	<ul style="list-style-type: none"> MS inquired about tree clearing. MW stated that ERM is planning to have an arborist inventory for the whole project clearing. MS stated there will be tree removal applications required and they should be funnelled through AS for now. Annie asked about the Environmental Assessment and when the City will have an opportunity to comment on this. MW indicated to expect a submission by the end of this year. Currently, Imperial is expecting that the City would provide comment once the OEB opens the application to the public. MS would like an opportunity to comment prior to the OEB submission. Imperial/ERM to confirm the process and get back to MS. JY indicated that the upcoming submission to the City would include the table of impacted MS interests describing the expected deliverables for each land right and permitting requirement. MS would review and confirm.
MiWay	<ul style="list-style-type: none"> AH indicated that MiWay just wants to know the on-street impacts of the proposed project, including crossings. MiWay is impacted throughout the city, but there is no specific permitting process. MiWay will comment and indicate timelines/processes upon receipt of a submission from Imperial.
Point(s) of Contact	<ul style="list-style-type: none"> At this time, AS would remain a contact for the preliminary submission and any larger coordination initiatives but eventually each department representative at the City can be contacted directly while copying AS on correspondence.

Summary of Actions		Who
<ul style="list-style-type: none"> Indicate potential construction and pipeline contaminants in environmental reports. 		ERM
<ul style="list-style-type: none"> Provide proposed HDD sites to MS. 		UPI/CA
<ul style="list-style-type: none"> Acquire noise bylaw exemption from MS for all HDD sites. 		ERM
<ul style="list-style-type: none"> Provide MS with a map of the existing easement and the proposed centreline, including whether the new pipe will be located in an existing or new easement. 		UPI/CA
<ul style="list-style-type: none"> Provide MS a plan of haul routes to analyze. 		IOL/Contractor
<ul style="list-style-type: none"> MS to confirm entrance permit requirements 		Alex (MS)
<ul style="list-style-type: none"> Provide a list of surplus lands to MS. 		CA
<ul style="list-style-type: none"> Imperial/ERM to confirm the process for commenting on Environmental reports. 		Imperial/ERM



Imperial
Waterdown to Finch Pipeline Project
August 10, 2018
Metrolinx & AECOM

Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>AECOM (AE)</i></p> <ul style="list-style-type: none"> Manan Raval, Project Manager (MR) Sanket Naik, Project Coordinator (SN) <p><i>Metrolinx (MX)</i></p> <ul style="list-style-type: none"> Dean Bragg, Third Party Projects Officer (DB) <p>Regrets:</p> <ul style="list-style-type: none"> Ron Tourigny, Right of Way and Claims Coordinator (RT) (call-in) 	<p><i>Imperial (IOL)</i></p> <ul style="list-style-type: none"> Amir Taherivand, Consultant (AT) (call-in) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> David Bui, Senior Engineer I (DB) (call-in) Hernan Castedo, Engineer III (HC) (call-in) <p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> John Yu, Manager, Planning and Permitting (JY) Mike Benson, Planner, Planning and Permitting (MB) <p><i>Stantec Consulting (ST)</i></p> <ul style="list-style-type: none"> Adam Hatch (AH) (call-in)
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Meeting Objectives

- Describe Imperial's Waterdown to Finch Project (the Project)
- Discuss Affected Metrolinx Lands and Requirements
- Confirm Metrolinx Railway Property and Other Requirements and Approvals
- Discuss Ongoing/Future Metrolinx Projects Affected by the Project
- Establish Point(s) of Contact for Metrolinx

Topic	Discussion
Location	<ul style="list-style-type: none"> AECOM office (5080 Commerce Blvd, Mississauga)
Agenda	<ul style="list-style-type: none"> Waterdown to Finch Project Overview (5 min) Affected Metrolinx Lands and Requirements (20 min) <ul style="list-style-type: none"> Railway Property <ul style="list-style-type: none"> Crossing Agreement Work Permit Geotechnical & Settlement Monitoring Requirements Drawing Requirements Tenant on HONI/IO property; PIN 074140022 (Etobicoke North Go Station Parking Lot) Mississauga MiWay Stations (Dixie Road; Tomken Road) Mississauga MiWay Parking Lots <ul style="list-style-type: none"> Highway 403 & Erin Mills Parkway Highway 403 & Winston Churchill Ongoing/Future Metrolinx Projects (50 min)

Topic	Discussion
	<ul style="list-style-type: none"> ▪ Highway 407/403 & Ridgeway Drive – proposed transitway ▪ Hurontario LRT ▪ Finch West LRT ▪ Other ongoing/future Metrolinx Projects • Point(s) of Contact (5 min) • Questions (10 min)
Materials	<ul style="list-style-type: none"> • Imperial’s Sarnia Products Pipeline Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, geotechnical surveys, and affected Metrolinx parcels and interests
Introduction	<ul style="list-style-type: none"> • Participants introduced themselves.
Safety Moment	<ul style="list-style-type: none"> • JY shared a safety moment on the importance of safety and flagging when accessing or working within railway corridors.
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • JY indicated that Imperial’s Sarnia Products Pipeline (SPPL) runs from Imperial’s Waterdown pump station in rural Hamilton to the company’s terminal storage facility in Toronto’s North York area. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • SPPL has operated in the region for many years. Imperial is planning to replace approximately 63 km of the 12” line with new 12” pipe. The pipeline will continue to operate until the replacement segments are prepared for operation. • The current pipeline will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design complete; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. • JY provided an explanation on the two types of installation methods: Trenchless, including HDD, and Open cut. • SN asked whether deactivation of the existing line was temporary. JY confirmed it is planned to be permanently deactivated. • AT and DBU informed DB, MR, and SN that construction is intended to finish in Winter of 2020 and suggested that Metrolinx can keep long-term property interests in mind as everyone reviews the proposed route from Waterdown to Finch.
Affected Metrolinx Lands and Requirements	<p><u>Railway (GO Kitchener Line)</u></p> <ul style="list-style-type: none"> • DB asked for the number of locations the pipeline will cross a Metrolinx rail corridor. JY indicated that only one Metrolinx rail crossing has been identified thus far, which is the Kitchener Line at the Etobicoke North GO station (PIN 074140060). DB mentioned that

Topic	Discussion
	<p>this railway is at Weston Subdivision, Mile 11.5, and there is a total of 4 tracks at this location.</p> <ul style="list-style-type: none"> • DBU mentioned that there may be other Metrolinx railways and interests, but they are not necessarily shown on title via property search or in the tax rolls. • Regarding the crossing of the Kitchener Line, MR asked if the proposed centreline will be placed at the exact same location as the SPPL. JY showed the existing SPPL on the KMZ, confirming that the proposed line is located east of the existing SPPL line. MR asked for the depth of existing pipe. AT said most of existing route is at approximately 4 feet deep. AT also indicated that IOL can bury the pipe much deeper now than in the past, if need be. • MR said the proposed line would need to be 45 m from the track-switch, at a minimum, for both oil and gas pipelines. This is a standard safety concern. MR also stated that a 13.7 m clearance is required from the edge of the rail bridge over Kipling Avenue. • AT confirmed that HDD (Horizontal Directional Drilling) will likely be the method of installation, at approximately 30 m below ground. • DBU asked DB and MR if Metrolinx can provide electronic data and files to help UPI design the crossing, including as-builts, information on support beams, and structure drawings. DB and MR advised that a document control request form will be provided to request such information. JY will be responsible for submitting this request, and DB and MN will filter out and provide the pertinent information. • The Etobicoke North GO parking lot parcels, north and south of the tracks, are owned by Hydro One but Metrolinx operates the parking lots as a tenant. Any survey or construction activity on these lots affect the parking and pedestrian traffic towards the station, especially during rush hour. • For the crossing agreement, MR said a geotechnical report (with borehole logs), soil conditions, method of installation (to be in line with soil conditions), pipeline specifications, and documentation of proposed monitoring techniques will be required. • AH said a 50 m borehole separation is required by both MTO and CN. MR says there are no spacing requirements from Metrolinx, but they will want to know the soil conditions on each side. No boreholes are permitted between tracks. AH committed that the boreholes will be drilled outside the Metrolinx railway corridor. • Regarding the proposed Geotechnical surveys, MR says the borehole locations looked good. IOL just cannot take away parking spaces and must submit a completed Work Permit application for approval. DB says some coordination will be needed with Metrolinx Station operations for Borehole 111, as lots of people use that pathway during rush hour. Although approval should easily be obtained, conditions related to restricted hours may apply. DB said MX and AE would assist in coordinating these boreholes with the Metrolinx Station operations. AH reaffirmed that ST is flexible and can work around the restricted hours for the proposed Geotechnical surveys. • AT proposed eliminating Borehole 111 and MR said that it may be best to keep both Boreholes 110 and 111 at this time. DB advised that all applications will need to be submitted through AECOM, with DB Cc'd. AECOM will need to review all the detailed plans in advance to make sure that the permit applications can be approved quicker.

Topic	Discussion
	<ul style="list-style-type: none"> MR and SK mentioned that deactivation of the existing pipeline should be included in applications. This will ensure that MX has a record of this in their files, and can be provided to other third-parties that request information on this railway parcel. DB indicated that as-builts will also be required upon construction completion, for MX's records.
<p>Ongoing/ Future Metrolinx Projects</p>	<p><u>Highway 407/403 & Ridgeway Drive – Proposed Transitway</u></p> <ul style="list-style-type: none"> JY stated that, during a meeting with the City of Mississauga, the City mentioned that a transitway at HWY 403/HWY 407/Ridgeway Dr is being planned and the proposed pipeline may conflict with construction/installation of this transitway. DB says there may not be a conflict, but will assist in looking into this further with the appropriate Metrolinx staff. <p><u>Mississauga MiWay Stations</u></p> <ul style="list-style-type: none"> For MiWay transitway stations, DB says Metrolinx has no concerns, as the City of Mississauga should be contacted regarding these. This includes MiWay stations and/or parking lots at Winston Churchill Blvd, Erin Mills Pkwy, Tomken Rd, and Dixie Rd. <p><u>Hurontario LRT</u></p> <ul style="list-style-type: none"> For the Hurontario Street LRT, DB requested a close-up screenshot of the proposed crossing location. DB has had discussions with the Hurontario Project Manager, Makael Kakakhel, and will find out more about the LRT timelines and potential conflicts, along with any mitigation strategies. DB will reach out to Hurontario LRT team at with proposed work to request paperwork/ drawings, speak with project delivery teams on whether there is any additional planned infrastructure into the future. JY mentioned CA already had a meeting with CP Rail, and confirmed that the rail corridor by Finch Ave W and Weston Rd belongs to CP Rail. DB and MR agreed. <p><u>Finch West LRT</u></p> <ul style="list-style-type: none"> DB will also reach out to the LRT team for Finch West. AT advised that the Finch West LRT team has already asked IOL to replace their existing SPPL pipeline under Finch Ave W for their installation of the LRT. DB clarified that all light and heavy rail corridor projects involve replacing existing utility crossings. DB assumes that the Finch West LRT team communicated a requirement to replace the existing line. DB says he will reach out and ensure the LRT team is moving in the right direction on this replacement. DB went over the third party process between MX and AE. AE is authorized to issue work permits, review designs, and request crossing agreements on behalf of a proponent. IOL must engage with MX immediately for the crossing agreement. The Finch and Hurontario LRT teams should not be engaged directly for now, and DB and MR will remain the main points of contact for IOL/CA on this Project. DB summarized that IOL has 3 definite MX crossings: 1. Hurontario LRT, 2. Mile 11.5 Weston Subdivision (Kitchener Line), and 3. Finch West LRT.

Topic	Discussion
Point(s) of Contact	<ul style="list-style-type: none"> MR will be the main point of contact for MX, and DB will be Cc'd on all correspondence. AT confirmed that JY/CA will be the point of contact from IOL.
Questions	<ul style="list-style-type: none"> DBU asked whether Metrolinx was involved in the subway line in the Keele Street area. DB said that subway line is strictly TTC, so IOL will need to reach out to them directly. JY said he is in the process of setting up a meeting with the City of Toronto and hope that staff from TTC can attend alongside so that this can be discussed. DBU asked what the typical turnaround time was for the review of Work Permit applications. MR stated 30 working days is standard, and applications are reviewed in the order they are received. Typically, MX will try to process an application in 2 to 4 weeks., but approval times are subject to workloads and incomplete submissions will reset the review time. JY mentioned to AH that we should put together a Work Plan in advance to minimize the risk of revisions being required to for Work Permits in order to avoid any potential delays.
Summary of Actions	Who
<ul style="list-style-type: none"> Draft Work Plan for proposed Geotechnical surveys to include in Work Permit application. 	AH
<ul style="list-style-type: none"> Provide the location of the existing SPPL pipeline crossing at the Kitchener line railway corridor to MX. 	JY/CA
<ul style="list-style-type: none"> Provide the document control request form to JY/CA to obtain as-builts, information on support beams, structure drawings, and any other information that would help Imperial design the crossing of the Kitchener Line railway crossing. 	MR
<ul style="list-style-type: none"> Provide a close-up screenshot of the crossing areas for the Hurontario and Finch West LRT crossings. 	JY/CA
<ul style="list-style-type: none"> Find out more about the Hurontario and Finch West LRT timelines and determine potential conflicts. Request any plans/drawings/other information from the LRT teams. 	DB
<ul style="list-style-type: none"> Reach out to the Finch West LRT team, discuss the details of the ongoing replacement of IOL's existing SPPL line at Finch Ave W, and ensure that the LRT team is moving in the right direction. 	DB

Jim Chan

From: D'arci McFadden
Sent: Wednesday, September 05, 2018 3:22 PM
To: Jeffrey Lee
Cc: Jane Clohecy; Colleen Bell; Suzanne Madder; Darnell Lambert; Mark Simeoni; Jill Stephen; Chris Mark
Subject: RE: Imperial's Oakville Info Session
Categories: Red Category

Hi Jeffrey –

Apologies for the delay in responding. I've been soliciting information requests from the team and juggling holidays!

As you can read below, the Imperial team is keen to meet you in-person and go into further detail. Please let me know if you have any further questions.

Cheers,
D'arci

- 1. The Regional map for the proposed pipeline on the website was not detailed enough. Can you provide a map with more details of the existing right-of-way corridor and the approximate location of the proposed new pipeline with respect to the existing pipeline? Also, a list of properties that the right-of-way corridor is on in Oakville?**

Imperial is currently working with our engineering and project team to provide a more detailed map of the right-of-way. We should have this available later this week. We'd be happy to schedule a meeting to walk you through the location of the line in Oakville. This could be the same meeting or separate from the one proposed below on our protection and preventative maintenance program. In any circumstance, it would be beneficial to introduce ourselves in-person! Happy to provide dates in September and October when all the appropriate team members are available.

Imperial, through its land permitting services team at CanACRE, plans to work with Vince Blosser, Supervisor – Survey & Drafting, within the Engineering & Construction department at the Town of Oakville on our road crossing submissions. One Town of Oakville parcel is currently affected by the proposed centerline. We have yet to schedule the meeting to review the parcel with Vince. Imperial expects drawings to be completed in the coming weeks, at which time CanACRE will be sending out applications.

- 2. From my understanding, Imperial Oil has started the engagement with the landowners, governments, government agencies and indigenous and communities and the environmental and cultural assessment have commenced. How do they fit with the permitting/approval process? I would like to know more about the permitting and approval process (i.e. what is required for what permit/approve by which organization), for example, with the Ontario Energy Board and other agencies/ministries, if applicable, in Oakville/Halton since the pipeline will cross one of the main waterways in Oakville.**

Imperial will seek approval for a Leave to Construct from the Ontario Energy Board (OEB), which represents the overarching regulatory approval required for the Project. As part of this application, Imperial will submit an Environmental Report, including a description of the public consultation, an Indigenous Consultation Report, as well as the design details of the proposed pipeline.

In addition to the OEB application, Imperial is required to submit a Class Environmental Assessment with Infrastructure Ontario, as the proposed pipeline alignment between Oakville and Toronto is on the Hydro One Networks corridor. Further, Imperial is in consultation with the Conservation Authorities (Hamilton, Halton, Credit Valley and Toronto & Region) to determine permitting requirements under these authorities for any watercourse and/or wetland crossings. A Development Permit will also be required from the Niagara Escarpment Commission.

Imperial is currently engaging with the following regulatory bodies as part of the Ontario Pipeline Coordination Committee and to determine additional permitting requirements: Ministry of Natural Resources & Forestry, Ministry of Energy, Ministry of Tourism, Culture & Sport, Ministry of Environment, Conservation & Parks, Ministry of Municipal Affairs, and Department of Fisheries. This list is by no means all-encompassing and does not include any of the land permitting requirements. Imperial would be happy to have a further detailed conversation and address any specific questions.

3. Also, once more information is available, we would like to know more about the future of the deactivated pipeline. Is there is a plan to fully decommission it?

After the new pipeline is safely installed and operation is switched over, the existing pipeline will be deactivated and left in place. This deactivation will consist of cleaning the line to remove residual hydrocarbon, disconnecting power where appropriate, segmenting the pipeline by removing block valves and installing blind flanges and CP bonding cables, filling the segments with nitrogen to a pressure that can be monitored (e.g. 50 psig), and isolating the ends of the pipeline with blind flanges. Cathodic protection will be maintained to mitigate the potential for corrosion. The deactivation will follow all TSSA requirements, as well as CSA Z662 code. The deactivated pipeline will remain part of Imperial's ongoing monitoring program, including both pressure monitoring and visual inspections of the pipeline right of way.

The deactivation will comply with the appropriate standards to ensure proper cleaning and that there is no hydrocarbon left in the line. Deactivating the existing pipeline and keeping it in place is preferable to removal, as it eliminates additional work in proximity to major watercourses and potential resulting disturbances to sensitive areas.

4. I would like to learn more about the protection and preventative maintenance programs for the current pipeline and the future improvements and/or innovative technologies that may be employed for the proposed new pipeline since the protection of the environment and the water source is very important.

Imperial is happy to share more information on our proactive protection and preventative maintenance program, which is outlined on [page 9 of the Waterdown to Finch brochure](#). Would you like to schedule a call or meeting to go further into detail? I can bring members of the operations team, located in Waterdown, to provide an in-depth explanation.

5. Earlier this year, Imperial Oil completed pipeline dig and visual inspection of a section of the existing pipeline in Oakville (which I think the pipeline is located within the same right-of-way if I understand correctly), was there an actual repair performed or the anomaly detected was not serious at all?

Building on the proactive approach described on [page 9 of the Waterdown to Finch brochure](#), ongoing monitoring and maintenance is a critical part of Imperial's integrity management program at all of its operations. The company completed a dig in the Oakville area to physically inspect the existing pipeline based on the results of an inline tool run that showed an anomaly. The field crew visually examined the entire exposed segment of pipe during the dig and determined there were no immediate concerns. Proactive repair activities were completed on the exposed segment based on the inline inspection tool data. Imperial continues to monitor the existing line to support proactive protection and preventative maintenance.

EXHIBIT H

From: Jeffrey Lee <jeffrey.lee@oakville.ca>

Sent: August 20, 2018 2:01 PM

To: D'arci McFadden <dmcfadden@national.ca>

Cc: Jane Clohocy <jane.clohocy@oakville.ca>; Colleen Bell <colleen.bell@oakville.ca>; Suzanne Madder <Suzanne.Madder@oakville.ca>; Darnell Lambert <darnell.lambert@oakville.ca>; Mark Simeoni <mark.simeoni@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>; Chris Mark <chris.mark@oakville.ca>

Subject: RE: Imperial's Oakville Info Session

Good afternoon D'arci,

Thank you for reaching out to the town and provide information regarding the proposed project. Going forward, I will be the point person for this project on the staff side.

I have briefly reviewed the project website and the related material. At this moment, I have the following questions:

1. The Regional map for the proposed pipeline on the website was not detailed enough. Can you provide a map with more details of the existing right-of-way corridor and the approximate location of the proposed new pipeline with respect to the existing pipeline? Also, a list of properties that the right-of-way corridor is on in Oakville?
2. From my understanding, Imperial Oil has started the engagement with the landowners, governments, government agencies and indigenous and communities and the environmental and cultural assessment have commenced. How do they fit with the permitting/approval process? I would like to know more about the permitting and approval process (i.e. what is required for what permit/approve by which organization), for example, with the Ontario Energy Board and other agencies/ministries, if applicable, in Oakville/Halton since the pipeline will cross one of the main waterways in Oakville.
3. Also, once more information is available, we would like to know more about the future of the deactivated pipeline. Is there is a plan to fully decommission it?
4. Lastly, I would like to learn more about the protection and preventative maintenance programs for the current pipeline and the future improvements and/or innovative technologies that may be employed for the proposed new pipeline since the protection of the environment and the water source is very important.

Another note, earlier this year, Imperial Oil completed pipeline dig and visual inspection of a section of the existing pipeline in Oakville (which I think the pipeline is located within the same right-of-way if I understand correctly), was there an actual repair performed or the anomaly detected was not serious at all?

Looking forward to learning more about the approval/permitting process and actual work proposed in the Oakville once more detail is available.

If you have any question, please do not hesitate to contact me. Thank you.

Regards,
Jeffrey

Begin forwarded message:

From: D'arci McFadden <dmcfadden@national.ca>

Date: August 3, 2018 at 11:44:49 AM EDT

EXHIBIT H

To: Jane Clohery <jane.clohery@oakville.ca>, Colleen Bell <colleen.bell@oakville.ca>

Cc: "Thiessen, Corinne E" <corinne.e.thiessen@esso.ca>, Imperial in Ontario <questions@imperialon.ca>

Subject: Imperial's Oakville Info Session

Hi Jane and Colleen –

On behalf of Imperial, I am reporting back on Imperial's Waterdown to Finch Oakville information session on July 16. The session went smoothly. We had Imperial subject matter experts available from the project team, operations, regulatory and environment, land, Indigenous relations, and public and government affairs. Based on exit surveys from attendees, the satisfaction levels were high. We were sorry to miss a representative from the Town of Oakville, but understand that July is a very busy time.

We had 1 attendee at the information session. While we while we would have liked to see more attendees, the information was well publicized through direct outreach to landowners/adjacent landowners (postcards in mail) and the general public (traditional advertising, media outreach and [our project page](#)), as well as direct outreach to governments (regulators, permitting bodies, municipal and regional staff, Mayor's office and councillors, and MPPs). In our experience, this level of participation is consistent with what we're seeing across industry – people want to review the information from the comfort of their own home.

With that in mind, we've posted all the information session materials on our project page under "Resources:" www.imperialoil.ca/waterdowntofinch. You can also review the municipal maps made available at the information sessions.

Most comments at the other sessions were related to the direct construction impact of the Waterdown to Finch project on the local community. In addition to our land agents working one-on-one with each landowner/adjacent landowner, we will provide more details of our construction plan once our survey and engineering work is further along this summer/fall.

We look forward to continuing our conversations at our November information sessions. In Oakville, we're tentatively looking at dates the week of November 5 and 12 (avoiding November 5). Subject to availability from the local venue, we will tentatively hold time between 4:30 PM and 6:30 PM. Understanding it is a long way away, please let me know if you have a date preference and we will attempt to accommodate all parties.

Imperial will continue to work with the Town of Oakville and Region of Halton representatives to satisfy technical information requests related to the project. If you have questions in the meantime, please don't hesitate to contact me or email questions@imperialon.ca.

Additionally, if you've identified a point person on the project, we'd love to circulate future correspondence directly to him/her.

Have a wonderful long weekend,
D'arci

D'arci McFadden
Manager, Public Affairs
647-967-1761

Jane Clohecy
Commissioner
Community Development Commission
Town of Oakville | 905-338-4243, | f: 905-338-4246 | www.oakville.ca

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Jeffrey Lee
Research Policy Analyst
Environmental Policy
Town of Oakville | 905-845-6601, ext.3149 | www.oakville.ca

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Imperial
Waterdown to Finch Pipeline Project
August 22, 2018
Town of Milton

Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

Town of Milton

- **Diana Jiona**, Manager, Infrastructure & Right of Way (DJ)
- **Shawn Clewlow**, Right of Way Technician (SC)
- **Greta Susa**, Law Clerk, Corporate Services (GS)
- **Anita Sparre**, Manager, Development Engineering (AS)
- **Olu Ojikutu**, Senior Advisor, Risk and Insurance (OO)

Halton Region (HR)

- **Tim Skrins**, Supervisor, Permits (TS)
- **Richard Wunder**, Operations Support Coordinator (RW)

Regrets:

- **Martin Bateson**, Director, Development Engineering (MB)

Imperial (IOL)

- **Ron Tourigny**, Right of Way and Claims Coordinator (RT)
- **Amir Taherivand**, Consultant (AT) (call-in)

Universal Pegasus International (UPI)

- **David Bui**, Senior Engineer I (DB) (call-in)
- **Hernan Castedo**, Engineer III (HC) (call-in)
- **Jasmine Lewis**, Engineer (JL) (call-in)

CanACRE (CA)

- **John Yu**, Manager, Planning and Permitting (JY)
- **Ryo Kikuchi**, Planner, Planning and Permitting (RK)

ERM

- **Mark Welsh**, Consultant (MW) (call-in)

Meeting Objectives

- Describe Imperial's Waterdown to Finch Project (the Project)
- Discuss Affected Town of Milton Lands and Requirements
- Confirm Town of Milton Road Crossing and Surplus Land Requirements and Approvals
- Discuss and confirm Halton Region requirements for Water Source / Water Disposal Permit
- Establish Point(s) of Contact for Town of Milton and/or Halton Region

Topic	Discussion
Location	<ul style="list-style-type: none"> • Milton Town Hall - Trafalgar Room (150 Mary St, Milton)
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves. • Purpose of meeting is to review the latest proposed centreline, receive feedback from Milton, and confirm Road Crossing and Surplus Land Requirements and Approvals.
Materials	<ul style="list-style-type: none"> • Imperial's Sarnia Products Pipeline Waterdown to Finch PowerPoint presentation July 2018

	<ul style="list-style-type: none"> • Google Earth KMZ showing proposed pipe centreline, and affected Milton parcels and interests
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected Town of Milton Lands and Requirements (30 min) <ul style="list-style-type: none"> ▪ Road Crossing <ul style="list-style-type: none"> ○ Permanent Road Crossing Agreement / Permit ○ Geotechnical & Settlement Monitoring Requirements ▪ Surplus Lands <ul style="list-style-type: none"> ○ Grant of Easement ○ Temporary Construction Requirements ▪ Road Occupancy Permit ▪ Wide/Heavy Vehicle Permit ▪ Curb Cut and Entrance Permit • Halton Region Requirements (5 min) <ul style="list-style-type: none"> ▪ Water Source / Water Disposal Permit (for Hydrostatic Testing) • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Road Crossing ▪ Surplus Lands • Questions (10 min)
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • RT advised that this is a proactive pipeline replacement for Imperial’s existing Sarnia Products Pipeline (SPPL), as the existing pipe is over 70 years old. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • 63 km will be replaced, while the existing pipe will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • The 12-inch line will be replaced with another 12-inch pipe. IOL will be applying for a Leave to Construct to the Ontario Energy Board (OEB) in 2019. • Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. • RT provided an explanation on the two types of installation methods: Trenchless, including Horizontal Directional Drilling (HDD), and Open cut.
Affected Town of Milton Lands and Requirements	<p><u>Crossing 1</u></p> <ul style="list-style-type: none"> • JY explained that the first proposed crossing is at Henderson Road by Lower Base Line and Regional Road 25. • DJ asked if the existing pipeline is within the same route. JY answered by explaining that the new pipe will be installed within the same easement, but where this isn’t possible, a new easement will have to be acquired. RT added to this point by stating that there are two pipes in the current easement, a 12-inch active line and a 10-inch non-active

(deactivated) line. The ongoing Civil Surveys will show constructability and whether we can put the pipe in the current easement.

- DJ indicated that Henderson Road is currently being repaved. Milton has a 5-year moratorium on road cuts once roads are paved. Therefore, all work must be delayed until Milton's contractor on site is done their work. Any investigations and boreholes would therefore have to be coordinated between IOL and Milton's contractor.
- JY indicated that there are no boreholes proposed on this road allowance. For the permanent pipeline installation, we anticipate obtaining a road crossing permit/agreement for this crossing. As there are other road crossings, it may make sense to combine all road crossings into one permit/agreement. DJ indicated that Milton typically issues an agreement for each individual road crossing.

Crossing 2

- JY advised that Stantec is wanting to do a borehole on the Fourth Line road allowance. The parcel on which the parking lot is located is owned by Hydro One, and they have leased it out to the golf course for parking; the surveyors want to come off of Fourth Line, into the parking lot, and come back onto the road allowance to conduct a borehole.
- JY asked if the necessary boreholes can be submitted in one application. DJ advised that SC would be the appropriate staff member reviewing the permit application for this.
- JY asked if Milton and Oakville share jurisdiction at this crossing. DJ advised that Oakville will have to be involved at this crossing as well, and she believes that Milton and Oakville share ownership of the road.

Crossing 3

- JY indicated that the third crossing is at Sixth Line.
- JY explained that CA has been advised that the portion of the parcel north of Highway 407 is under the jurisdiction of Milton, although Town of Oakville is the landowner on title. DJ advised that Sixth Line was just repaved, but by the time IOL would like to construct the pipeline, there should be no issues. Due to the recent repaving of Sixth Line, Milton will not allow for boreholes on paved areas, including shoulders or boulevard ditches.
- GS advised that lands title correction is currently under way for Sixth Line, to correct the landowner name on title.

Crossing 4

- DJ confirmed that the portion north of Highway 407 is under the jurisdiction of Milton, and the portion south of Highway 407 is under Town of Milton's jurisdiction.
- JY asked if this parcel is considered surplus land or an unopened road allowance. DJ answered by stating that it is not an active road allowance. RT indicated that IOL would have previously acquired an easement on this property for SPPL, which was a farmer's field back then. Unless Milton came in and expropriated this land, IOL should still have an easement for SPPL.
- GS advised that an easement would be shown on the parcel register. JY replied by stating that CA has parcel registers purchased, and that these can be provided to Milton. GS asked for a copy of the parcel registers for all 4 crossings. Milton will need to submit a lands title correction for Crossing 3 and 4.

Affected Town of Milton Lands and Requirements (cont'd)	<ul style="list-style-type: none">• JY confirmed that the approvals needed from Milton will be permits/road crossing agreements, and a grant of easement if necessary.• AS asked where the pipeline will run once it reaches the Highway 403/407 interchange. JY advised that the pipeline will run along the west of Highway 403 once it leaves Milton boundaries.• RT asked if CA has received a crossings template. JY replied by stating that it is not certain as to whether CA will be obtaining a permit or executing a crossing agreement at this time. DJ advised that usually when a new utility facility is being proposed, the applicant will need a municipal consent approval. This gets circulated to all utility owners in Milton, to see if the utility owners find the proposed alignment acceptable. Since there is an existing pipeline (SSPL), there should be no problem. CA will need to obtain a road occupancy permit for construction. In regard to having a utility crossing at each affected Milton road, DJ is not 100% sure on the approach Milton will take, but DJ will need to talk to the Commissioner to see how he wants to handle this.• RT advised that any agreement will have to go through IOL's risk insurance and legal department. The curb cut/entrance permit have two aspects that go against IOL's policies. The first is the insurance, requiring the applicant to add Milton as an additional insured. As IOL is 70% owned by Exxon (a large company), Exxon typically only self-insures, and never adds any additional insureds. RT asks if Milton can make an exception in this case. OO advised that this will be difficult as this provision is part of a municipal by-law.• RT added that the second aspect that goes against IOL's policy is the indemnities: IOL will typically not indemnify gross negligence or wilful misconduct, which isn't excluded in the agreements. OO responded by stating that this aspect can be dealt with, but the first aspect regarding insurance will be difficult as it will have to go to Council.• DJ asked how other municipalities have approached CA about crossing requirements. JY responded by stating that with Mississauga, all affected road crossings will likely be dealt with through a permanent road crossing agreement. From experience, municipalities may also ask for separate permits to be submitted with engineering drawings which show detailed design of the crossings. CA's preference would be to streamline this and have all affected crossings covered under a single permit/agreement, upon delivery of all the necessary requirements. DJ advised that Milton should be fine with one permit/agreement for all four crossings.• JY asked if Milton has specific requirements for detailed drawings of proposed crossings. Typically, an engineer-stamped and surveyed plan, with parcel boundaries, PINs identified, a plan view, an elevation view, and any third-party utilities running along the road allowances will be provided. JY asked if Milton has any minimum requirements for these engineer-stamped drawings. DJ stated that Milton does not have minimum requirements, but all details provided will be forwarded to their engineers so that the impact on the rights-of-ways can be assessed. SC added that if the proposed construction method is trenchless [i.e. bore or horizontal directional drill (HDD)], Milton will want to know where the start and end pits are. JY advised that pits will typically be outside of
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	<p>the road allowances and away from sensitive areas. RT added that trenchless technology will be used under roads, to bore horizontally across or HDD underneath.</p> <ul style="list-style-type: none"> • DJ asked if there will be any excavations within municipal rights-of-way. AT advised that as the project is still in its design stages (IOL is at 50% design of the pipeline), and the angle of crossing at each crossing will be finalized shortly. • DJ advised that as soon as Milton has an idea on the impact (i.e. if the start and end pits are affecting Milton's rights-of-way), then Milton can make preliminary comments on restoration requirements. SC can provide Milton's document outlining construction standards and typical restoration requirements, which can be adjusted if necessary. • RT asked if an entrance permit will be required. JY added that CA is aware that a road occupancy permit is needed for occupation of roads. DJ confirmed that an entrance permit is not needed unless a temporary entrance is being proposed to access a construction area off of a Milton road. SC is responsible for these applications. A Wide/Heavy Vehicle Permit will go to a traffic technician staff member and not SC. • AS asked if the construction method will be open cut through all fields. RT stated that the topsoil and subsoil will be stripped and placed adjacent to the excavated area. Once the pipe is placed, subsoil will be put back in. Topsoil is placed back on top last. AS advised that Milton will want to know if the grade of land will be altered. RT advised that conventional pipeline practice is to feather out the soil so that the grade of land is maintained and restored back to its original condition. • DJ asked if Conservation Halton has been consulted with. MW advised that ERM has been in consultations with Conservation Halton. DJ advised that some lands are regulated by Conservation Halton, and that they may require grading and erosion control measures as part of their permitting requirements. MW acknowledged and advised that ERM has had a couple of meetings with Conservation Halton, and that they have been given an overview of the Project. They have also been provided with a Geotech borehole plan for comments.
Halton Region Requirements	<ul style="list-style-type: none"> • JY advised that permits may need to be obtained from Halton Region for water source/water disposal for hydrostatic testing for the pipeline. It is IOL's intention to use local sources of water for hydrostatic testing, and understanding that Halton Region looks after all water infrastructure for Milton, JY asked if TS and RW can elaborate on any necessary permits. • TS advised that Halton Region will require similar types of permits for any regional road crossings and have covered all crossings under one permit in the past. However, entrances were submitted individually. For water source and water disposal, Halton Region only has two watermains near the Project area, both of which are large transmission mains, but there is no means to access the water. It may be better to go to a bulk water station, which is something TS and RW can discuss and confirm with Eric Boere, Halton Region's Manager of Water & Wastewater Linear Systems. The permit required to obtain water from the bulk water station would be a back flow permit. • TS and RW advised that the nearest bulk water stations to the Project area include the Burnhamthorpe Road Bulk Water Station on Trafalgar Rd, the Harrison Court Bulk

	<p>Water Station on Harrison Court, and the Lawson Road Bulk Water Station on Lawson Road, all of which are at least 1 km away.</p> <ul style="list-style-type: none"> • TS advised that IOL will need to coordinate with Halton Region on future capital projects on regional road crossings, as there may be future capital projects north of Highway 407.
Point(s) of Contact	<ul style="list-style-type: none"> • TS will be the point-of-contact (POC) at Halton Region • RK/JY will be POC at CanACRE. • DJ will be POC at Milton; however, any questions/inquiries related to permits can go to SC, Cc' DJ. Any questions or inquiries related to parcel registers/land can go to GS, Cc' DJ. • RT can contact OO directly about insurance requirements and indemnification language. • DJ advised that insurance requirements typically come from the contractor doing the work. OO added that if the contractor is getting the insurance policy, RT/IOL would not have to worry about insurance. • OO also noted that RT/IOL can obtain a wrap-up insurance policy, which covers all contractors and subcontractors. RT acknowledged and will look further into it.
Questions	<ul style="list-style-type: none"> •
Summary of Actions	
	Who
<ul style="list-style-type: none"> • To discuss and confirm with the Commissioner on the type and number of permits/agreements for road crossings. 	DJ
<ul style="list-style-type: none"> • To provide parcel registers for all crossings to GS. 	JY/CA
<ul style="list-style-type: none"> • To further discuss and confirm water source/water disposal facilities and permit requirements with Eric Boere. 	TS/RW
<ul style="list-style-type: none"> • To contact OO directly to discuss insurance requirements and indemnification language. 	RT

Imperial Waterdown to Finch Pipeline Project September 14, 2018 Halton Region Meeting Summary Notes	
<p><i>*Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.</i></p>	
<p>Participants</p> <p><i>Halton Region (HR)</i></p> <ul style="list-style-type: none"> • Keenan Lane, Manager of Realty Services (KL) • Bob Wicklund, Manager of Road Operations (BW) • Nathan Stewart, Supervisor, Road Operations & Maintenance (NS) • Tim Skrins, Supervisor, Permits (TS) <p>Regrets:</p>	<p><i>Exxon Mobil (EMHC)</i></p> <ul style="list-style-type: none"> • David Sirjue, Project Engineering Consultant (DS) (call-in) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> • Hernan Castedo, Engineer III (HC) (call-in) <p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> • John Yu, Manager, Planning and Permitting (JY) • Ryo Kikuchi, Planner, Planning and Permitting (RK) <p><i>ERM</i></p> <ul style="list-style-type: none"> • Mark Welsh, Consultant (MW) (call-in)
Meeting Objectives	
<ul style="list-style-type: none"> • Describe Imperial’s Waterdown to Finch Project (the Project) • Discuss Affected Halton Region Lands and Requirements • Confirm Halton Region Road Crossing and Surplus Land Requirements and Approvals • Further discuss and confirm Halton Region requirements for Water Source / Water Disposal Permit • Establish Point(s) of Contact for Halton Region 	
Topic	Discussion
Location	<ul style="list-style-type: none"> • Halton Region Small Business Centre - Level 2 - PW Room (1151 Bronte Road, Oakville)
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves.
Safety Moment	<ul style="list-style-type: none"> • JY provided a safety moment related to awareness when driving with sun glare.
Materials	<ul style="list-style-type: none"> • Imperial’s Sarnia Products Pipeline Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, and affected Halton Region parcels and interests • Imagery showing proposed surveys on affected Halton Region parcels
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected Halton Region Lands and Requirements (70 min) <ul style="list-style-type: none"> ▪ Road Crossing (and Surveys) <ul style="list-style-type: none"> ○ Permanent Road Crossing Agreement / Permit ▪ Surplus Lands (and Surveys) <ul style="list-style-type: none"> ○ Grant of Easement

	<ul style="list-style-type: none"> ○ Temporary Construction Requirements <ul style="list-style-type: none"> ▪ Excavation Permit ▪ Road Occupancy Permit ▪ Oversize/Overweight Permit ▪ Entrance Permit ▪ Water Source / Water Disposal Permit (for Hydrostatic Testing) • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Road Crossing ▪ Surplus Lands • Questions (5 min)
<p>Waterdown to Finch Project Overview</p>	<ul style="list-style-type: none"> • JY advised that this is a proactive same-for-same pipeline replacement for Imperial's existing Sarnia Products Pipeline (SPPL), as the existing pipe is over 70 years old. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • 63 km will be replaced, while the existing pipe will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • The 12-inch line will be replaced with another 12-inch pipe. IOL will be applying for a Leave to Construct to the Ontario Energy Board (OEB) in 2019. • Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. <p>JY provided an explanation on the two types of installation methods: Trenchless, including Horizontal Directional Drilling (HDD), and Open cut.</p> <ul style="list-style-type: none"> • KL asked what the material of the existing pipeline is. HC responded by answering that it is a carbon steel pipe. • BW asked if IOL's contractors are willing to conduct the construction work at night. JY answered that depending on the crossing, construction work can be done at night. • JY advised that the construction method for road allowance crossings will be trenchless. • NS asked if the existing pipe will be taken out. JY stating that the intention is to leave the pipe in the ground, but it will be deactivated, cleaned, and filled with nitrogen. No leaks have been detected to date, and cathodic protection will continue to be used on the deactivated pipeline to prevent corrosion. • NS asked if GIS data of the existing IOL pipeline can be provided to know the exact coordinates and depth; Halton Region does not have this information. JY will look into providing this information for Halton Region. • KL advised that Halton Region's obligation is to consider infrastructure decommissioning for future proposed Halton Region works.

Affected Halton Region Lands and Requirements	<p><u>Crossing 1</u></p> <ul style="list-style-type: none">• JY advised that there is a total of 5 Halton Region road crossings; Guelph Line is the 1st road crossing and consists of 3 parcels.• NS advised that Milbrough Line has dual ownership (Hamilton and Burlington).• JY asked if there are any issues or comments with the Guelph Line crossing.• KL advised that there should not be any water or wastewater infrastructure on Guelph Line at this location.• NS advised that an excavation permit will be needed for geotechnical boreholes and archaeological test-pits. JY advised that for BH 21, only access is required through a Halton Region-owned property. Archaeological test-pits will be done with hand shovels, and farmed areas will be ploughed.• KL asked if compaction tests are done when backfilling test pits, as Halton will not want sediment erosion, especially on road sides. MW clarified the proposed backfill compaction method and made note of KL's comment on the suggested backfill compaction methods.• TS advised that one permit that covers all areas for archaeological surveys will be fine, but entrance permits (for temporary/permanent accesses) will need to be issued separately for each location. NS advised that permits for staging areas would be required; JY stated that this may be required for the construction of the pipeline, but staging areas will not be required for surveys. <p><u>Crossing 2</u></p> <ul style="list-style-type: none">• JY advised that Appleby Line is the 2nd road crossing, which consists of 2 PINs, and the trenchless construction method is proposed.• Archaeological test-pitting will be done here, as it is a wooded area. MW advised that it is a steep area and that ERM is working with MTSC to avoid doing test-pitting over HDD crossing location; for now, the plan is still to do test-pitting. JY advised that the polygon shown in the imagery mapping should be changed from a plough area to a test-pit area. MW agreed.• KL advised that Appleby Line is currently being re-surfaced by HR.• JY advised that for PIN 072050039, the landowner on title is listed as a private landowner (Cartwright).• KL advised that this may be an error and it happens often: when roads are re-aligned (such as Appleby Line), parcels do not always transfer to the HR at the time of re-alignment and instead stay with the historical owner. <p><u>Crossing 3</u></p> <ul style="list-style-type: none">• JY advised that the 3rd road crossing is Tremaine Road, again consisting of 2 PINs. Archaeological ploughing is proposed up to the southern shoulder of the road.• BW advised that HR is proposing a road-widening in the future. HR advised that IOL can review Halton Region's Transportation Master Plan (online) for more information on timelines and plans (if any).
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Crossing 4

- JY advised that the 4th road crossing is Regional Road 25, which consists of 5 PINs.
- KL advised that Regional Road 25 was reconstructed in last 4 years, and there are water mains and sanitary infrastructure on west side of the road within the road right-of-way that feed to Milton. This is something to keep in mind for the proposed archaeological test-pits. There are no planned future projects at Regional Road 25.

Surplus Land 1

- For PIN 249280010, HR is proposing install new underground infrastructure paralleling Johnson's Way in April 2019 and will be using Johnson's Way for access. The underground infrastructure will be crossing IOL's pipeline and the Hydro One corridor.
- KL asked if the construction will be open cut through rest of the field on PIN 249280010. HC stated that open cut is the proposed construction method. KL advised that there is a tenant farmer on this property. HC advised that IOL has a 50m easement, and that the preference would be for the new pipeline to stay within IOL's existing easement.
- JY advised that the access to borehole 21 is proposed to be via PIN 249280010, off of Johnson's Way, into Hydro One's maintenance roadway into the corridor. A flatbed and rubber-tracked rig will be used for access. KL stated that route will used over the next 5 months by the trucks that often come in/out of HR's Biosolids Facility, but there should be no issues as long as the road conditions are maintained, and coordination with the Biosolids Facility is done. JY noted that the drill rig will be rubber-tracked so as not to compact soil. A flatbed will carry and off-load the rig at Johnson's Way, or the flatbed may drive farther north (into the Hydro One corridor) and off-load closer to the borehole 21 location.
- KL asked what the scope of work of archaeological surveys is on this parcel. JY responded stating that there is both test-pitting and ploughing on this parcel. KL advised that tenant has crops (grass) on this farm, so the surveys may have to wait until harvest is complete, or the tenant can be compensated for the crop-loss.
- KL asked what the timelines are for access to borehole 21. JY responded by stating that it will be approximately 1 to 2 days for each borehole, but crews may come back with to assess ground water levels. KL asked if there is a monitoring well will be installed at the borehole 21 location. CA will confirm and follow up with HR.
- KL advised that a license agreement will be required for access onto this PIN and can provide a rolling 2-week window to coordinate access with the tenant farmer. KL advised that a license agreement will be sufficient for all surveys (non-intrusive and intrusive). The license agreement will need to include a scope of work, term and provisions for notice. KL reiterated that, in April of 2019, there is a 6-month project spanning the entirety of Johnson's Way, and the Province will not allow two contractors to work in the same area.
- TS advised that HR is proposing to extend Neyagawa Rd northwest to connect to James Snow Pkwy and Britannia Rd W. There are no timelines or plans for this proposal yet.

	<p><u>Crossing 5</u></p> <ul style="list-style-type: none"> JY advised that the 5th road crossing is Trafalgar Rd, and the proposed construction method is trenchless. KL advised that there is a watermain in the Trafalgar Rd right-of-way. <p><u>Crossing 6</u></p> <ul style="list-style-type: none"> JY advised that the 6th unopened road allowance crossing is Ninth Line. KL advised that an environmental assessment is currently under way for Ninth Line, as Halton is proposing to widen and straighten out some connections by working with MTO. HC advised that the construction method will be a deep HDD along this whole intersection. KL advised that servicing is planned, which will require deep footings. KL requested more detailed imagery of this crossing so that KL can forward to relevant HR staff members for review. KL advised that this crossing, though an unopened road allowance, should be treated as a road crossing. TS advised that for water source and water disposal permits, there are water hydrants off of Trafalgar Road and Regional Road 25 in the vicinity of crossings. IOL should be able to tap into the hydrants for water, once HR installs a meter. In order to do so, a Hydro Meter Permit will be required to allow contractors to fill their trucks with water, and the contractor will pay based on usage.
Point(s) of Contact	<ul style="list-style-type: none"> TS is POC for all permits. NS is POC for road crossings. KL is POC for any HR-owned (surplus) lands.
Questions	<ul style="list-style-type: none"> None, except those integrated into the discussions above.
Summary of Actions	
	Who
<ul style="list-style-type: none"> CA to confirm whether there is piezometer at borehole location 21 	CA
<ul style="list-style-type: none"> CA to forward imagery of Ninth Line crossing to KL 	CA
<ul style="list-style-type: none"> KL to provide license agreement to CA for access onto PIN 249280010 	KL
<ul style="list-style-type: none"> KL to send CA the contact information of tenant farmer on PIN 249280010 	KL



Imperial
Waterdown to Finch Pipeline Project
September 21, 2018
City of Toronto

Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

City of Toronto (CT)

- Jeffrey Climans, Director, Major Capital Infrastructure Coordination (JC)
- Doodnauth Sharma, Senior Project Manager, Major Capital Infrastructure Coordination (DS)
- Shalin Yeboah, Senior Project Director, Major Capital Infrastructure Coordination (SY)
- Tim Park, Manager, Acquisitions & Expropriations, Real Estate Division (TP)

Regrets:

Universal Pegasus International (UPI)

- David Bui, Senior Engineer I (DB) (call-in)
- Jasmine Lewis, Engineer I (call-in)
- Hoss Seitz, Construction Manager (HS) (call-in)

CanACRE (CA)

- Haseeb Amirzada, Director, Planning and Permitting (HA) (call-in)
- John Yu, Manager, Planning and Permitting (JY)
- Ryo Kikuchi, Planner, Planning and Permitting (RK)

ERM

- Curtis Campbell, Partner (CC) (call-in)

Meeting Objectives

- Describe Imperial's Waterdown to Finch Project (the Project)
- Discuss Affected City of Toronto Lands and Requirements
- Confirm City of Toronto Road Crossing and Surplus Land Requirements and Approvals
- Establish Point(s) of Contact for City of Toronto and TTC

Topic	Discussion
Location	<ul style="list-style-type: none"> • Toronto City Hall - East Tower, 4th Floor, Small Boardroom (100 Queen Street West)
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves.
Materials	<ul style="list-style-type: none"> • Imperial's (IOL) Sarnia Products Pipeline (SPPL) Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, and affected City of Toronto parcels and interests
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected City of Toronto Lands and Requirements (40 min) <ul style="list-style-type: none"> ▪ Road Crossing <ul style="list-style-type: none"> ○ Permanent Road Crossing Agreement / Permit ▪ Surplus Lands <ul style="list-style-type: none"> ○ Grant of Easement ○ Temporary Construction Requirements

Topic	Discussion
	<ul style="list-style-type: none"> ▪ TRCA-owned Lands managed by City of Toronto Parks ▪ TTC Crossing <ul style="list-style-type: none"> ○ Spadina Subway Extension – Finch West Station ▪ Street Occupation Permit ▪ Oversized Load / Oversized Vehicles Permit ▪ Entrance Permit ▪ Water Source / Water Disposal Permit (for Hydrostatic Testing) • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Road Crossing ▪ Surplus Lands ▪ TTC • Questions (5 min)
Safety Moment	<ul style="list-style-type: none"> • JY provided a safety moment related to awareness when driving in school zones.
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • JY advised that this is a proactive same-for-same pipeline replacement for Imperial’s existing Sarnia Products Pipeline (SPPL), as the existing pipe is over 70 years old. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • 63 km will be replaced, while the existing pipe will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • The 12-inch line will be replaced with another 12-inch pipe. IOL will be applying for a Leave to Construct to the Ontario Energy Board (OEB) in 2019. Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. • JY provided an explanation on the two types of installation methods: Trenchless, including Horizontal Directional Drilling (HDD), and Open cut. • JC asked what the diameter is of the pipe replacement. JY advised that this project is same-for-same so the diameter will be 12 inches, so the capacity of the pipe will not be increased. • JC asked if new structures, accesses, ports will be built or is IOL relying on existing service connections. JY advised that existing valves are being used. DB advised that the above ground valves we have now (9 in total) are proposed to be replaced with brand new ones, so IOL is not proposing anything additional (i.e. no extra tie-ins). • TP advised that towards the Finch terminal, TTC has constructed a new active subway line; when this Spadina Subway extension was built, it was being built around the existing pipe, so IOL will have to work with the TTC on this new crossing. There is a city by-law about gas lines passing under or over operating TTC subway infrastructure that may require a report to city council. When CA is dealing with the city in terms of land requirements for crossings over TTC infrastructure, the TTC should be involved in the

Topic	Discussion
	<p>operational and technical aspects. The Spadina Subway extension tunnel construction was done with panels, and a new pipeline crossing may affect the tunnel integrity (i.e. weight load).</p> <ul style="list-style-type: none"> JC advised that there is the Finch LRT, so Metrolinx should be involved as well. JY advised that they had a meeting with Metrolinx to discuss this. TP and JY noted that Metrolinx has been working with IOL on the Finch LRT crossing already. TP advised that Toronto can provide the appropriate contact at TTC. DB clarified that the Waterdown to Finch pipeline is not a gas pipeline, but a gasoline, diesel, and jet fuel pipeline.
<p>Affected City of Toronto Lands and Requirements</p>	<ul style="list-style-type: none"> JY advised that CA has identified 28 road crossings, and 7 identified city-owned lands. TP asked if there are any city-owned parklands. TP advised that an Official Plan policy does not allow the city to convey land rights on parkland, which would include easement rights. If an easement is to be pursued on parkland, it will have to go through city council for an amendment. HA asked if there are any other options other than a grant of easement, to avoid this lengthy process. TP advised that legal would need to be involved, as Toronto would want a registered easement, as license agreements or fee-simples are not feasible. Easement agreements would be the preferred agreement. HA advised that all of Imperial's existing easements are currently permanent. JY advised that two-thirds of the entire pipeline is proposed within the Hydro One corridor, and Imperial is currently in negotiations with Hydro One to achieve this as to minimize construction disruption in the surrounding neighbourhoods. JC advised that the role of his office is to coordinate city construction, utility and transit construction to ensure all work is aligned, and that there are no conflicting work zones. DS would be the point-of-contact (POC) for overall coordination of construction from planning to delivery. JC stated that if any potential conflicts or delays are identified, the Major Capital Infrastructure Coordination office can assist in keeping projects on schedule. DS advised that archaeological survey findings will need to be sent to the heritage preservation office for review. JY advised that IOL will be conducting a number of surveys, including archaeological and geotechnical surveys, and once we establish the correct POC, CA can obtain the right permits/approvals for access onto city lands for these surveys. JC asked if Imperial has a municipal access agreement with the city. JY does not believe so. JC suggested that IOL can consider entering into a municipal access agreement with the city to cover all access for surveys. JY asked for POC for water source and water disposal for hydrostatic testing. JC stated that he can provide a contact at Toronto Water. JY advised that the construction team may want to meet with the contact at Toronto Water to discuss further. HA asked if there are any other current/ongoing infrastructure projects that may be impacted by Imperial's proposal. JC advised that their website, map.toronto.ca/toinview/, identifies all construction projects in a 1 to 3-year look ahead across the city.
<p>Point(s) of Contact</p>	<ul style="list-style-type: none"> DS will be POC for Toronto, and TP will be POC for Toronto real estate (city-owned lands)-related matters. RK and JY will be POC at CA.

Topic	Discussion	
Questions	<ul style="list-style-type: none"> None, except those integrated into the discussions above. 	
Summary of Actions		Who
<ul style="list-style-type: none"> TP to provide contact information for TTC representative. 		TP
<ul style="list-style-type: none"> JC/DS to provide contact information for Toronto Water representative. 		JC/DS



Imperial
Waterdown to Finch Pipeline Project
October 1, 2018
Sun-Canadian Pipe Line Ltd. & Trans-Northern Pipelines Inc.
Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

Sun-Canadian Pipe Line Ltd. (SCPL)

- Les Wojtanowski, Manager, Operations and Engineering (LW)
- Wendy Sutherland, Land Agent, Crossing Coordinator (WS)

Trans-Northern Pipelines Inc. (TNPI)

- Alex Hare, Project Engineer (AH) (call-in)
- Cliff Lee, Co-ordinator of Crossing & Facilities (CL) (call-in)
- Benjamin Chow (BC) (call-in)

Regrets:

- Wahid Wahiduzzaman, Project Manager / Engineer, TNPI (WW)

Imperial (IOL)

- Ron Tourigny, Right of Way and Claims Coordinator (RT)

Exxon Mobil (EMHC)

- David Sirjue, Project Engineering Consultant (DS) (call-in)

Universal Pegasus International (UPI)

- David Bui, Senior Engineer I (DB) (call-in)
- Hernan Castedo, Engineer III (HC) (call-in)
- Jasmine Lewis, Engineer I (JL) (call-in)
- Hoss Seitz, Manager, Construction (HS) (call-in)
- James Watson, Vice President, Project Director (JW) (call-in)

CanACRE (CA)

- Haseeb Amirzada, Director, Planning and Permitting (HA)
- John Yu, Manager, Planning and Permitting (JY)
- Mike Benson, Planner, Planning and Permitting (MB)

Meeting Objectives

- Describe Imperial's Waterdown to Finch Project (the Project)
- Discuss Affected SCPL and TNPI Facilities
- Confirm SCPL and TNPI Facilities Requirements and Approvals Processes
- Establish Point(s) of Contact for SCPL & TNPI

Topic	Discussion
Location	<ul style="list-style-type: none"> • CanACRE Head Office (489 Queen Street East, Suite 300, Toronto)
Introductions	<ul style="list-style-type: none"> • Everyone from SCPL, TNPI, IOL, EMHC, UPI, and CA introduced themselves.
Materials	<ul style="list-style-type: none"> • Imperial's (IOL) Sarnia Products Pipeline (SPPL) Waterdown to Finch PowerPoint presentation • Google Earth KMZ showing proposed pipe centreline, and affected SCPL and TNPI facilities
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected SCPL and TNPI Facilities (90 min)

Topic	Discussion
	<ul style="list-style-type: none"> ▪ Sun-Canadian Pipe Line Ltd. <ul style="list-style-type: none"> ○ To be discussed via WebEx Screenshare ○ Permanent Crossing Requirements ○ Temporary Crossing Requirements ▪ Trans-Northern Pipelines Inc. <ul style="list-style-type: none"> ○ To be discussed via WebEx Screenshare ○ Permanent Crossing Requirements ○ Temporary Crossing Requirements • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Sun-Canadian Pipe Line Ltd. ▪ Trans-Northern Pipelines Inc. • Questions (15 min)
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • JY advised that this is a proactive same-for-same pipeline replacement for Imperial’s existing Sarnia Products Pipeline (SPPL), as the existing pipe is over 70 years old. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • 63 km will be replaced, while the existing pipe will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • The 12-inch line will be replaced with another 12-inch pipe. IOL will be applying for a Leave to Construct to the Ontario Energy Board (OEB) in 2019. • Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. • JY provided an explanation on the two types of installation methods: Trenchless, including Horizontal Directional Drilling (HDD), and Open cut. • LW asked for the main justification of pipeline replacement and RT mentioned previous tool runs that occurred and the need for proactive replacement, even though the pipeline likely has an additional 15 years to its lifespan. LW was concerned about perceptions surrounding the age of pipeline, but RT explained it was an anomaly issue, not an age issue. • RT clarified with LW that Imperial will be installing the new pipe in the existing easement on private lands and will acquire additional easement throughout the Hydro One Networks Inc. (HONI) corridor.
Affected SCPL Facilities	<p><u>Google Earth KMZ (via WebEx)</u></p> <ul style="list-style-type: none"> • HC showed how Sun-Canadian’s pipelines are impacted starting from KP 29 of the Project (Winston Churchill Blvd/HWY 403) to the North York Terminal. LW asked for crossing drawings for first crossing in KP 29 area. Two predominately parallel Sun-Canadian lines are impacted along the route; an 8-inch line and a 12-inch line.

Topic	Discussion
	<ul style="list-style-type: none"> • RT said Imperial is proposing to get out of the Treetop Ct neighbourhood, where the existing SPPL line runs through, and into HONI's corridor for that portion of the Project instead. • LW asked if we have considered the Hurontario LRT and JY clarified that CanACRE met with them already to start discussions. • JY clarified how Imperial is bypassing the already-congested tunnel under the HWY 401/427 interchange because there is no room for an additional pipeline. Imperial will instead have to drill an additional crossing. • When asked by LW, RT clarified that Imperial is deactivating existing line, not abandoning it. Upon deactivation, it will be cleaned and then filled with nitrogen. <p><u>Temporary Crossings</u></p> <ul style="list-style-type: none"> • RT clarified Imperial only needs a 10 x 10m workspace around the proposed boreholes, as opposed to a 30 x 30m workspace, which is why the number of temporary crossings has been reduced and re-submitted for Imperial's geotechnical surveys. • Upon asking, JY clarified with LW that OEB-regulated pipelines were not sent a proximity notification (only NEB-regulated pipelines were), which is why LW has not yet heard anything regarding archaeological surveys. When LW asked about ploughing, RT explained it is only where Imperial's able to plough and 1m test-pits are the maximum depth for the initial stage (Stage 2) of archaeological test-pitting. • LW clarified that a 7m minimum setback is Sun-Canadian's required safety zone for ground disturbance. LW and WS will get back to CanACRE and Imperial on whether test-pits more than 12-inches/30cm deep can be permitted within their 7m safety zone. RT told HC we should move any boreholes within 7m of Sun-Canadian's pipeline outside of the 7m safety zone. If we can do that, a Sun-Canadian inspector may not be needed. HC will look into it and get back to everyone. • RT said a ballpark timeline on issued agreements would be helpful once CanACRE provides the previously requested Google Earth KMZs. LW said the submitted application will be taken to their Maintenance Department for further review, but that processing times can be sped up by providing a list of temporary crossings that are prioritized for phased approval. • RT said the drilling of a borehole is a one-day process, generally. HC said some boreholes may require 2-3 days where they are drilled deeper. RT communicated to HC that Sun-Canadian needs to know how many days are anticipated for each borehole on a site-specific basis. • LW says they need the dates of the proposed works and RT confirmed detailed information could be provided in the next 5 days. <p><u>Permanent Crossings</u></p> <ul style="list-style-type: none"> • LW and WS confirmed they will be managing approval for Sun-Canadian's crossings. LW stated they intend on addressing Imperial's Credit River Valley crossings separately. • RT said Imperial is hopeful to start the construction of the Credit River Valley crossing in January to March of 2019.

Topic	Discussion
	<ul style="list-style-type: none"> JY showed typical drawings for Sun-Canadian permanent crossings. LW asked for a complete list of all permanent crossings, including the location, depth of cover, method of installation, and cathodic protection methods on a site-specific basis. For the sake of cathodic protection, Sun-Canadian needs to know the proposed distance from all their pipelines from pipe edge to pipe edge. HC said the standard separation is 3 to 4.5m for foreign pipelines, but site-specific information is not yet ready. LW says Sun-Canadian uses Corrosion Services as a cathodic protection consultant for their pipeline but says he would prefer some kind of third-party review from outside the Project for the review of Imperial's proposed cathodic protection. LW recommended that RT/Imperial and TNPI work together on a consistent list of requirements and type of agreement to be executed for permanent crossings (i.e. standard CAPP agreement versus an alternative agreement).
Affected TNPI Facilities	<p><u>Google Earth KMZ (via WebEx)</u></p> <ul style="list-style-type: none"> HC showed how Trans-Northern's pipelines are impacted starting from KP 40 of the Project to the North York Terminal. TNPI noted that, due to the size and complexity of the Project, Imperial may need to do a formal agreement with TNPI instead of a standard Construction Permit. AH clarified TNPI has a 10-inch and 22-inch pipeline within the HONI corridor. <p><u>Temporary Crossings</u></p> <ul style="list-style-type: none"> JY clarified with CL that CanACRE sent an updated/reduced list of temporary crossings for geotechnical surveys. For archaeological surveys, CL stated CanACRE was just given a clearance letter. Where this does not apply, Construction Permits will be required for geotechnical crossings. HC clarified that Imperial is not digging within 3m within of Sun-Canadian or TNPI's pipelines. CL says the clearance letter that was issued cannot be applied to all areas outside the 3m setback because 5m is the safety area around Trans-Northern's pipelines. Test-pitting between 3 to 5m still requires a permit and an inspection but JY stated we can check with the archaeological survey crew to see if the 3m setback can be extended to a 5m setback for Trans-Northern. RT said both Trans-Northern and Sun-Canadian requested Google Earth KMZs from UPI for their crossings and UPI/CanACRE will accommodate that request. CL stated that, if outside the 5m setback, boreholes below 12-inches/30cm are not a problem and for those over 12-inches/30cm, it is likely acceptable, but notification will be required. CL said they will have yellow flags for identifying the line in the field, as well as pink flags for the 30m (NEB) zone. RT said Imperial can provide the first 10 borehole locations, which will be prioritized geographically so permits can be geographically grouped. CL said it usually takes a couple days to produce a single permit. The depth of each borehole (site-specific basis) is required, as well as the horizontal distance/setback from Trans-Northern's pipelines. CL would provide us with a field services number and Imperial will arrange for specific inspectors once ready to conduct work in field.

Topic	Discussion
	<ul style="list-style-type: none"> • HC confirmed groupings should be done geographically, first and foremost. HC confirmed no boreholes will be within 5m of any pipelines. • AH says we need to give equipment specs and weight for temporary crossings. RT says we will need requirements in return such as ramps, matting, etc. <p><u>Permanent Crossings</u></p> <ul style="list-style-type: none"> • TNPI stated that the method of installation and drawing profiles need to be sent to CL for permanent crossings. • JY clarified with HC that the method of installation is either open cut or HDD for permanent crossings and drawings will indicate the method clearly. • AH suggested a comprehensive crossing agreement for permanent crossings that would cover liability issues and safety-related matters, in which a schedule can be added. RT said the agreement would have to go through legal review and operations. RT suggested Imperial could accept Trans-Northern's regular permits and add a Schedule A for additional conditions.
Point(s) of Contact	<ul style="list-style-type: none"> • For Sun-Canadian, WS will be the primary contact with LW Cc'd on all correspondence. They will forward information to Paul Lane on an as-required basis. • For TNPI, CL will remain as primary contact, with AH Cc'd on all correspondence. AH is only to be involved if an agreement is required or engineering needs to be involved.
Questions	<ul style="list-style-type: none"> • None, except those integrated into the discussions above.
Summary of Actions	Who
<ul style="list-style-type: none"> • Determine whether test-pits or boreholes over 12-inches/30cm can be dug within Sun-Canadian's 7m safety zone. Relay this information back to Imperial/CanACRE. 	LW/WS
<ul style="list-style-type: none"> • Determine whether boreholes can be kept entirely out of Sun-Canadian's 7m safety zone. Relay this information back to Imperial/CanACRE. 	HC
<ul style="list-style-type: none"> • UPI to provide separate KMZs and additional information to further Sun-Canadian and Trans-Northern's review of the geotechnical survey crossings: <ul style="list-style-type: none"> ○ KMZ to include the affected geotechnical survey access roads and boreholes, Sun-Canadian/Trans-Northern pipelines, and identified temporary equipment crossings. ○ Additional information includes the depth of each borehole, the anticipated number of day(s) for each site, and the distance from Sun-Canadian/Trans-Northern's pipelines to the proposed boreholes. • CanACRE to group the crossings geographically, and then submit a revised crossing request package to Sun-Canadian and Trans-Northern for review. 	UPI/MB
<ul style="list-style-type: none"> • Ask ERM whether they can keep test-pitting at least 5m away from all TNPI's pipeline locations. 	JY
<ul style="list-style-type: none"> • Determine which form of crossing agreement is to be executed for permanent crossings with Sun-Canadian and Trans-Northern. 	LW/RT/TNPI

Imperial
Waterdown to Finch Pipeline Project
October 4, 2018
Enbridge Monitoring Plan Discussion Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>Enbridge Pipelines Inc (EPI)</i></p> <ul style="list-style-type: none"> • Andrew (Sean) McConnell, Damage Prevention Line Crossing Tech III (SM) <p><i>Enbridge Gas Distribution (EGD)</i></p> <ul style="list-style-type: none"> • Jim Arnott, Senior Advisor Planning (JA) <p>Regrets:</p> <ul style="list-style-type: none"> • Ann Newman, Supervisor Row Services (EPI) • Maria Bradley, Crossings Analyst (EPI) 	<p><i>Imperial</i></p> <ul style="list-style-type: none"> • Ron Tourigny, Right of Way and Claims Coordinator (RT) <p><i>UniversalPegasus International (UPI)</i></p> <ul style="list-style-type: none"> • Hernan Castedo, Engineer III (HC) • David Bui, Senior Engineer I (DB) • James Watson, Project Director (JW) • Hoss Seitz, Construction Manager (HS) <p><i>CanACRE</i></p> <ul style="list-style-type: none"> • Haseeb Amirzada, Director - Planning and Permitting (HA) • John Yu, Manager - Planning and Permitting (JY) • Christopher James, Planner Team Lead (CJ) <p><i>Stantec</i></p> <ul style="list-style-type: none"> • Adam Hatch, Project Manager (AH)
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Meeting Objectives

- Review UPI's Enbridge Monitoring of Intrusive Field Work document
- Determine the need for dedicated field representatives from EPI and EGD

Topic	Discussion
Location	<ul style="list-style-type: none"> • Conference Line
Agenda	<ul style="list-style-type: none"> • Review of UPI's Enbridge Monitoring of Intrusive Field Work • Discussion
Materials	<ul style="list-style-type: none"> • UPI's Enbridge Monitoring of Intrusive Field Work
Introduction	<ul style="list-style-type: none"> • Participants introduced themselves.
Review of UPI's Enbridge Monitoring Work Plan for Upcoming Intrusive Activities	<ul style="list-style-type: none"> • HC walked everyone through the "Enbridge Monitoring of Intrusive Field Work" document, including the Project Overview, Scope of Work, Descriptions of the Archaeological and Geotechnical surveys, the Schedule of the Work, and the equipment details.
Discussion	<ul style="list-style-type: none"> • RT noted that Ann Newman from EPI will be providing the approval documents for the proposed temporary equipment crossings over EPI facilities based on the use of

	<p>ramps (as opposed to air bridges). SM noted that an air bridge will be a more practical solution than ramps.</p> <ul style="list-style-type: none"> • JA noted that EGD has only received approximately 25 temporary equipment crossings from Imperial and asked when EGD can expect the balance. HA clarified that all instances where equipment will be crossing EGD's vital mains to access the boreholes have been identified, as well as any boreholes within 5 metres of EGD's vital mains. No more crossings are required to be submitted to EGD for review. JA confirmed that EGD is fine with Stantec staking the identified EGD crossing locations.
Summary of Actions	Who
<ul style="list-style-type: none"> • AH to provide RT with proposed air bridge design specifications, so RT can follow up with Ann Newman at EPI to obtain approval documents based on an air bridge (versus ramps). 	AH/RT
<ul style="list-style-type: none"> • SM to confirm, sometime next week, whether Stantec can stake EPI's facilities, and EPI staff can then field-verify. This will save EPI's time and resources from going out to locate and stake their own facilities, which is EPI's usual policy. 	SM
<ul style="list-style-type: none"> • SM to also confirm if a dedicated inspector/Overtime can be provided based on Imperial's scope of work and requirements. It should take only a week to on-board a third-party inspector. 	SM
<ul style="list-style-type: none"> • JA to confirm if a dedicated inspector/Overtime can be provided based on Imperial's scope of work and requirements. 	JA

Imperial
Waterdown to Finch Pipeline Project
October 5, 2018
Canadian National (CN) Technical Meeting
Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>Canadian National (CN)</i></p> <ul style="list-style-type: none"> • Michael Vallins, Manager, Public Works (MV) <p>Regrets:</p> <p><i>Canadian National (CN)</i></p> <ul style="list-style-type: none"> • Megan Whalen, Engineering Technician (MW) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> • Hoss Seitz, Construction Manager (HS) • David Bui, Senior Engineer I (DB) 	<p><i>Imperial (IOL)</i></p> <ul style="list-style-type: none"> • Ron Tourigny, Right of Way & Claims Coordinator (RT) (call-in) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> • Hernan Castedo, Engineer III (HC) (call-in) <p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> • Haseeb Amirzada, Director, Planning and Permitting (HA) • Ryo Kikuchi, Planner, Planning and Permitting (RK) (call-in)
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Meeting Objectives

- Describe Imperial’s Waterdown to Finch Project (the Project)
- Discuss and Confirm Affected CN Railway Property Requirements and Approvals
- Discuss and Confirm Affected CN-owned Property Requirements and Approvals
- Establish Point(s) of Contact for CN

Topic	Discussion
Location	<ul style="list-style-type: none"> • CN Office (1 Administration Road, Concord ON)
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves.
Materials	<ul style="list-style-type: none"> • Imperial’s (IOL) Sarnia Products Pipeline (SPPL) Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, and affected CN parcels and interests
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected CN Lands and Requirements (60 min) <ul style="list-style-type: none"> ▪ Railway Property <ul style="list-style-type: none"> ○ Gas / Oil Pipeline Crossing Application (Crossing Agreement) ○ Work Permit (Letter of Approval) <ul style="list-style-type: none"> • Applicant, Contractor/Sub-contractor insurance requirements ○ Geotechnical & Settlement Monitoring Requirements ○ Drawing Requirements ▪ CN-owned Properties

	<ul style="list-style-type: none"> ○ Permanent Crossing Requirements ○ Temporary Crossing / Survey Work Requirements ○ Tenants ● Point(s) of Contact (10 min) <ul style="list-style-type: none"> ▪ Railway Property ▪ Owned Properties ● Questions (10 min)
Safety Moment	<ul style="list-style-type: none"> ● MV provided a safety moment related to awareness when driving and cutting other drivers off. ● MV provided a safety moment related to awareness when working around rail tracks.
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> ● HA advised that this is a proactive pipeline replacement for Imperial’s existing Sarnia Products Pipeline (SPPL), as the existing pipe is ~65 years old. This is a same for same replacement, as a new 12-inch line will be put in directly adjacent to the existing pipe, wherever possible. ● The Current pipe will be deactivated and left in place, cleaned, and filled with nitrogen (an inert gas). ● Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. ● MV asked whether the pipe will be segmented. HC confirmed that the pipe is planned for segmentation. ● RT advised that IOL is deactivating its pipe and maintaining its integrity with cathodic protection, and will conduct pressure monitoring, as if it is an operational pipe. ● MV asked if the pipe could potentially be used in the future and RT confirmed that this could be a possibility.
Affected CN Lands and Requirements	<ul style="list-style-type: none"> ● HA confirmed that there is only one CN rail crossing on the project. HA advised that based on corporate profiles CA has determined that these surplus properties on either side of the CN tracks are also owned by CN. MV confirmed that these are owned by CN. ● MV advised that this location is meant to be a hub for CN and IOL will have construction access issues at Lower Base Line as CN will be widening out the corridor to add more tracks and there will be a grade separation at this road crossing. HA mentioned that a construction access plan hasn’t been finalized yet, but this would be taken into consideration. CN’s work is planned to start at the same time as this project (i.e. end of 2019/start of 2020). ● HC advised that UPI will bore from property line to property line and asked whether pipe casing will be required. MV advised that CN will require casing for the pipe, to withstand heavy loads. ● RT advised that traditionally pipes were cased under rail tracks. Due to recent research, casing promotes corrosion, and so IOL does not want to do casing. MV advised that if IOL doesn’t want to do casing, IOL will need to ensure that pipe material can withstand

heavy loads and satisfies underground crossing requirements within the rail right of way (ROW).

- MV advised that there will be track work extending from Tremaine Road in the south, shifting the main line. CN will be building out to the limits of rail property, to have 4 tracks within the ROW. While there is construction on the corridor, there will be access issues. MV had concerns related to IOL's archaeological assessments within the ROW. RT advised that the Province requires the archaeological assessments to be done at this crossing.
- MV asked how IOL will be accessing this site, as contractors have defined spaces - if doing jacking and boring, where will staging areas be? The two projects may overlap. HA mentioned that all this information will be provided along with the pipeline crossing application.
- MV advised that start and end pits must be 10 m off property line and must meet CN slope requirements. HC informed MV that construction is starting December of 2019 and expected to last for 6-7 months. HC advised that IOL will be doing jacking underneath tracks and then doing open cut.
- MV advised that flag persons will be more available in January. All requirements for boring under tracks apply.
- MV advised that if IOL is doing jacking under tracks, if there is another contractor on site, will have to ensure that they are not touching each other's work zones, as time and separation rules for contractors on same site apply. If physically doing jack and boring - settlement monitoring will require surveyors to cross tracks, while CN contractor is in the area. IOL and CN will need to adhere to communication protocol - but this is if sites are active at the same time. HC responded by advising that a normal crossing takes a week. MV advised that CN can put in temporary crossings with construction crossing agreement. But if IOL can drive from one side and cross the tracks at a public road, they can avoid a construction crossing agreement.
- MV asked where IOL will be doing archaeological assessments via hand shovels - in ditches? HA advised that visual observations will identify where test pitting (if necessary) will occur. MV advised that if the test pitting is in the ditches, it's just top soil. But CN will not allow for any pits near the tracks. HA responded by advising that they won't expect test pits to be near tracks.
- MV advised that one work permit will be fine for access to all properties including surplus lands, IOL will need to notify tenants. MV also stressed the importance of flagging, as all heavy equipment around sites will require flagmen to protect construction site. CN advised that they will setup a project number for IOL's pipe crossing application to help expedite approvals and third-party review process. MV advised that the Settlement monitoring requirements haven't changed.
- MV advised that a Pipe crossing agreement will be for the ROW property only. MV will confirm process with CN real estate group for permanent occupation of the pipeline on the surplus properties.
- MV will provide list of tenants on surplus properties.

Point(s) of Contact	<ul style="list-style-type: none">MW should remain the point of contact and MV can be copied on all correspondence.
Summary of Actions	
<ul style="list-style-type: none">MV to confirm crossing requirements for CN surplus lands.	Who MV
<ul style="list-style-type: none">MV to provide the list of tenants on CN surplus lands.	MV
<ul style="list-style-type: none">MV to provide project number that will be assigned for the crossings application.	MV

Imperial
Waterdown to Finch Pipeline Project
Monday, November 12, 2018
City of Mississauga Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

City of Mississauga

- Auryn Soares (AS)
- William Moffatt (WM)

CanACRE (CA)

- John Yu, Manager, Planning and Permitting (JY)
- Eric Mark, Team Lead, Planning and Permitting (EM)

Meeting Objectives

- Confirm outstanding requirements for Non-Intrusive Survey Agreement execution
- Confirm outstanding requirements for Intrusive Survey City of Mississauga review
- Confirm submission process for City of Mississauga tenant land access
- Re-confirm Points of Contact, by submission type, for City of Mississauga

Topic	Discussion
1. Non-intrusive Agreement	<ul style="list-style-type: none"> • Non-intrusive Agreement: minimum \$2081 agreement fee applies
2. City Tenant Lands	<ul style="list-style-type: none"> • Will be a full review and circulation to seek the City's approval • Show on separate maps from city-owned lands to avoid commenting confusion • Show non-applicable access roads in a different colour if possible
3. Intrusive Agreements	<ul style="list-style-type: none"> • Areas of work need to be narrowed to reduce lease cost – estimate laneway width and length • Provide length of time required for work, and approximate schedule. If immediate deployment, a 30-day approval can be done on execution • Securities will apply for borehole restoration • Send the above information immediately, it will not reset the circulation
4. Submission Contacts	<ul style="list-style-type: none"> • Include both Bill and Auryn on general submissions • Generally address to titles, not names, in case the person is no longer around, this avoids re-tasking

Summary of Actions	Who
<ul style="list-style-type: none"> • Submit \$2,081 Non-intrusive Agreement fee 	EM
<ul style="list-style-type: none"> • Submit area calculations for Intrusive Agreement 	EM



Imperial
Waterdown to Finch Pipeline Project
November 21, 2018
Peel Region
Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>Peel Region (PR)</i></p> <ul style="list-style-type: none"> • Wendy Jawdek, PUCO Coordinator (WJ) • Christina Marzo, Manager, Development Services Planning (CM) • Pino Simonetta, Real Estate Portfolio Analyst (PS) • Tod Jenkins, Supervisor, CAD & GIS (TJ) • Rose Hercia, Supervisor, Real Property (RH) • Lori-Ann Thomsen, Manager, Real Property and Facility Acquisitions (LT) • Bob Nieuwenhuysen, Manager, Roads Design and Construction (BN) • Darrin Dodds, Manager, Capital Works, Water (DD) • Nimarta Gill, Project Manager, Water and Wastewater Program Planning (NG) • Maad Abid Al Hadi, Technical Analyst, Capital Works (MH) <p>Regrets:</p>	<p><i>Imperial IOL)</i></p> <ul style="list-style-type: none"> • Ron Tourigny, Right of Way & Claims Coordinator (RT) <p><i>ExxonMobil (EMHC)</i></p> <ul style="list-style-type: none"> • Amir Taherivand, Consultant (call-in) (AT) • Elias Majdalani, Project Manager (call-in) (EM) • David Sirjue, Consultant (call-in) (DS) <p><i>Universal Pegasus International (UPI)</i></p> <ul style="list-style-type: none"> • David Bui, Senior Engineer I (call-in) (DB) • Hernan Castedo, Engineer III (call-in) (HC) • Jasmine Lewis, Engineer I (call-in) (JL) <p><i>ERM</i></p> <ul style="list-style-type: none"> • Matthew Scoular, Project Manager (call-in) (MS) <p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> • John Yu, Manager, Planning and Permitting (JY) • Ryo Kikuchi, Planner, Planning and Permitting (RK)
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Meeting Objectives

- Describe Imperial's Waterdown to Finch Project (the Project)
- Discuss Affected Peel Region Lands and Requirements
- Confirm Peel Region Road Crossing and Surplus Land Requirements and Approvals
- Confirm Water Source / Water Disposal Permit (for Hydrostatic Testing)
- Establish Point(s) of Contact for Peel Region

Topic	Discussion
Location	<ul style="list-style-type: none"> • Region of Peel Headquarters – Room MR4-641 (10 Peel Centre Drive)
Materials	<ul style="list-style-type: none"> • Imperial's (IOL) Sarnia Products Pipeline (SPPL) Waterdown to Finch PowerPoint presentation July 2018 • Google Earth KMZ showing proposed pipe centreline, and affected Peel Region parcels and interests

Topic	Discussion
Agenda	<ul style="list-style-type: none"> • Waterdown to Finch Project Overview (10 min) • Affected Peel Region Lands and Requirements (30 min) <ul style="list-style-type: none"> ▪ Road Crossings <ul style="list-style-type: none"> ○ Permanent Road Crossing Agreement / Permit ○ Casing Requirements ▪ Surplus Lands, if required <ul style="list-style-type: none"> ○ Grant of Easement ○ Temporary Construction Requirements ▪ Road Occupancy Permit ▪ Entrance Permit ▪ Excess Load Moving Permit • Water Source / Water Disposal Permit (for Hydrostatic Testing) (10 min) • Point(s) of Contact (5 min) <ul style="list-style-type: none"> ▪ Road Crossing ▪ Surplus Lands, if required • Questions (5 min)
Introductions	<ul style="list-style-type: none"> • Participants introduced themselves.
Safety Moment	<ul style="list-style-type: none"> • JY provided a safety moment related to the importance of clearing snow/ice off of car mirrors, windows, and roofs in the winter, for safety.
Waterdown to Finch Project Overview	<ul style="list-style-type: none"> • JY advised that this is a proactive, same-for-same pipeline replacement for Imperial's existing Sarnia Products Pipeline (SPPL), as the existing pipe is over 70 years old. • SPPL is important infrastructure to the Greater Toronto and Hamilton Area (GTHA). • SPPL supplies a significant portion of refined product used at Toronto Pearson International Airport, including gasoline, diesel and jet fuel that keeps people, goods and services moving. • 63 km will be replaced, while the existing pipe will be deactivated and removed from service. It will be cleaned, filled with nitrogen, maintained, monitored and left in place. • The 12-inch line will be replaced with another 12-inch pipe. IOL will be applying for a Leave to Construct to the Ontario Energy Board (OEB) in 2019. • Overview of timelines: Spring 2018: project launch, routing, environmental and cultural studies; Summer/Fall 2018: Community Information Sessions in 6 municipalities; Winter/Spring 2019: LTC submission to OEB; Summer 2019: engineering design completion; Late Fall 2019: pre-construction communication. Late 2020 is the potential in-service start date. • BN asked whether the deactivated pipeline will be subject to OEB regulations. RT advised that it will be subject to OEB regulations. • BN advised that, for permanent crossings under PR's rights-of-way - IOL should locate the proposed pipeline as deep as possible, so as not to affect PR's right-of-way operations. Frequent need for daylighting the pipeline for other activities on the rights-of-way incur high costs to PR, so in order to minimize impacts, the proposed pipeline should not be installed at a shallow depth. PR suggests that the proposed pipeline should be placed at least 1 metre or 1.5 metres below the lowest underground

Topic	Discussion
	<p>infrastructure, and at least 2 to 3 metres below grade. This will mitigate any potential problems in the future.</p> <ul style="list-style-type: none"> • BN asked whether there are any future plans to remove/abandon/decommission the deactivated pipelines. RT indicated that IOL is not abandoning the existing pipeline, but instead deactivating it, purging it, and then filling it with nitrogen. There is a chance that the deactivated pipeline may become of use in the future. BN noted that IOL would need to re-pressurize the deactivated pipeline in order to re-use it in the future.
<p>Affected Peel Region Lands and Requirements</p>	<p><u>Crossing 1 – Erin Mills Parkway</u></p> <ul style="list-style-type: none"> • JY advised that the construction method at this crossing is proposed to be a horizontal direction drill (HDD), and asked if UPI could advise on the proposed depth. HC answered that the Geotechnical surveys are still ongoing, and so the data is not yet available for UPI to comment on the proposed depth at this time, but advised that generally the depth is more than 10 metres for an HDD installation. • DD advised that water and wastewater infrastructure at this crossing is around 4 metres deep. A recent project by Metrolinx saw new ramps being installed for the Bus Rapid Transit (BRT) on top of a berm, as well as blocks installed above the water infrastructure for protection. IBI Group was the design lead on this project, and Metrolinx was the proponent. DD also advised that there are future plans to tunnel under Highway 403 for the BRT. • JY advised that the parcel that the proposed pipe centreline crossings is owned by MTO, and is likely a designated highway parcel, where an MTO Encroachment Permit will be issued as the approval. BN agreed, but noted that the design drawings will still be supplied to Peel Region for review. • PR noted that PUCC will need to be advised of this crossing with detailed drawings for approval. JY advised that all City of Mississauga and Peel Regional crossings will likely be submitted to the PUCC as a single package for a streamlined review. <p><u>Crossing 2 – Dixie Road</u></p> <ul style="list-style-type: none"> • PR advised that Metrolinx recently installed a new structure for the BRT, and the proposed pipeline should not be constructed under the footings of this structure. The proposed pipeline is north of the new structure. JY advised that detailed design drawings including plan and elevation will be provided for crossings. Third-party and municipally-owned utilities within the road allowances will be shown in these drawings as well. As-built drawings, after construction, can be provided to Peel Region as well. • JY asked if PR would like to see any other items included in the detailed design drawings. WJ advised that the separation measurement from grade to the proposed pipeline, including minimum separation distances from the pipeline to the utilities, should be included. • DD advised that a watermain at this crossing was recently relocated to the East side of Dixie Road. PR does not have the as-built drawings; only design drawings can be provided at this time. • DD advised there are 8-foot wide and a 5-foot wide watermains along Tomken Road, Dixie Road, and Eastgate Parkway (collectively called the “Hanlan Water Project”), but

Topic	Discussion
	<p>there should not be any issues for IOL’s proposed pipeline. At the intersection of Eastgate Parkway and Tomken Road, the watermain is 120-feet (approx. 40 metres) deep. All these projects were recently complete, and PR’s GIS data may not show this new infrastructure.</p> <ul style="list-style-type: none"> • On road crossing agreements, RH and LT advised that for past projects, franchise agreements were executed for permanent road crossings, with detailed design drawings provided as part of the approval process. JY advised that PR can expect the drawings to be provided to them by the end of the year. • JY asked if RH and LT can finalize a template road crossing agreement for IOL to begin their legal review process. LT advised that the design of the proposed pipeline will need to be reviewed first in order for PR to draft an agreement, which will allow them to incorporate the necessary items to address any future issues. RT asked whether PR has a general template document that IOL can review, especially for any indemnification and insurance language, so that IOL can begin their review beforehand. RH and LT advised the legal department will need to be consulted with on this, and can appreciate the request. • JY asked if GIS data and any construction/as-built drawings of PR water and wastewater infrastructure can be provided. PR can provide the information that they have to CA/IOL. For the GIS data, TJ advised that UTM NAD 83 datum should be used for PR’s GIS data, as opposed to the other datums used for GIS data from MTO (i.e. MTM), for example. • JY advised, again, that drawings for all City of Mississauga-owned road crossings, in addition to the two PR owned crossings, will likely be submitted in a single package to the PUCC for review.
Water Source / Water Disposal Permit	<ul style="list-style-type: none"> • JY advised that construction will require taking/disposing water for hydrostatic testing. Halton Region, as another upper-tier municipality in the project area, operates all storm and sanity infrastructure within the lower-tier municipalities. DD advised that stormwater drains are operated by City of Mississauga. All other water and wastewater infrastructure are operated by PR. • DD advised that PR has a permitting process in place for taking water from hydrants. PR can sit down with IOL to discuss this in further detail.
Point(s) of Contact	<ul style="list-style-type: none"> • CM will be the point of contact at PR. • RK will be the point of contact at CA.
Questions	<ul style="list-style-type: none"> • None, except those integrated into the discussions above.
Summary of Actions	Who
<ul style="list-style-type: none"> • To consult with PR’s legal department on providing a general template agreement to IOL for review. 	RH, LT
<ul style="list-style-type: none"> • To obtain all available GIS/design/as-built drawings and information for all affected Mississauga and PR roads. 	RK/CM

Imperial
Waterdown to Finch Pipeline Project
Toronto Transit Commission (TTC)

Friday, December 6, 2018, 10:00am

Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

Participants

TTC

- Carmelo Tancioco, *Utilities – Planning, Design, Coordination and Agreements (CT)*
- Jerry Pimentel, *Property Manager, TYSSE Project (JP)*
- Ray Zhang, *Structural Engineer, Subway Operations (RZ)*

Imperial (call-in) (IOL)

- Ron Tourigny, *Senior Land Agent (RT)*

ExxonMobil (call-in)

- David Sirjue (DS)

Universal Pegasus International (call-in) (UPI)

- David Bui, *Senior Engineer I (DB)*
- Jasmine Lewis, *Engineer I (JL)*
- Hernan Castedo, *Engineer III (HC)*

CanACRE (CA)

- Haseeb Amirzada, *Director, Planning and Permitting (HA)*
- Eric Mark, *Team Lead, Planning and Permitting (EM)*

Meeting Objectives

- Describe Imperial’s Waterdown to Finch Project (the Project)
- Discuss TTC Toronto-York Spadina Crossing Requirements
- Confirm TTC Permitting Requirements and Approvals

Topic	Discussion
Introductions	
Safety Moment (EM)	<ul style="list-style-type: none"> • Winter Tires
Waterdown to Finch Project Overview (HA)	
TTC Toronto-York Spadina Crossing Requirements	<ul style="list-style-type: none"> • (CT) What will be the type of material? Coating? <ul style="list-style-type: none"> ○ (HC) Carbon steel 12” pipe. Coating is FBE with abrasion resistant overcoat for trenchless also referred to as dual FBE coating in Canada, X52 PSI or grade 359. Wall thickness of .469” or 11.91mm. This crossing (Keele St) will be via HDD (Horizontal Directional Drilling), not Jack and Bore • (CT) What will be the depth and approach? <ul style="list-style-type: none"> ○ (HC) right now we’re doing geotechnical investigations. Do you have any existing geotechnical investigations to share? We believe there is room for a 46m deep bore. When we have a better understanding of the soils, we can reconfirm.

- (CT) The TTC is not certain of the levelling on approach to the tunnel. We would lean to a more level approach as it crosses the whole Keele right of way.
 - (HC) You want the flat portion to be longer so it's across the full right of way?
 - (CT) Correct.
 - (HC) I believe this is doable, this shouldn't be an issue.
- (JP) Any information we could share, the caveat would be that you would need to do your own investigations
 - (CT): Appendix 1 in the Developers Guide is a non-disclosure agreement for sharing information and limitations
- (CT) Will there be dewatering?
 - (HC) Yes we are considering it, but we have no details yet
- (CT) What is the size of the pilot drill?
 - (HC) Up to 18", the size of the pipe we're pulling back
- (CT) Will you be using bentonite for the HDD?
 - (HC) That's correct
- (CT) Plan for Frac-outs?
 - (HC): We're developing a contingency plan for every complex installation of HDD, its early in the design to comment on any frac-out mitigation; this will be a field decision done by the experts. If this a concern we can follow up with the SME
 - (CT) We're trying to pre-empt the issue - if TTC Operations sees liquid coming up (out of the ground), we want precautionary measures in place
 - (DS) We'll be doing Geotech surveys and looking at those issues to feed into the HDD design plan and its mud pressures. We do have a contingency plan/spill prevention plan for that.
 - (RT) To confirm, can we send the current plan, and in future we'll send the detailed one?
 - (DS) Yes, future details will come from the contractor.
 - (CT) Will there be jet grouting where it's applicable?
 - (DS) That's part of the plan also. The spill prevention plan will have much of that info and we can send that over
- (CT) Do you have sub-surface utility mapping yet?
 - (HC) We have surveyed the project, but no pot-holing to date, just info on typical utilities
 - (HA) Survey sweeps have been done
 - (DS) Road crossing drawings will indicate all facilities that are subsurface; it's not complete but there is a large amount of that information. What utilities are of a concern?
 - (CT) All.
- (JP) You're hoping for construction to finish in late 2019?
 - (HA) No, for construction to start
 - (CT) I don't see HONI (Hydro One) in your list of stakeholders
 - (HA) 2/3 of the line, about 40km is in HONI corridor, we're in constant discussions

TTC Permitting Requirements	<ul style="list-style-type: none"> • (CT) We'll have to look at the development aspect of the area for the right of way as part of the review. The development guide stipulates the two types of review: <ul style="list-style-type: none"> ○ Technical ○ Planning: Development people on what the TTC will require: future property requirements, protection for easements/property, etc. • (JP) Are you aware of Metrolinx Finch West? <ul style="list-style-type: none"> ○ (EM) We're working with them, an information request is in • (JP) My role is 3rd Party Manager for TYSSE subway extension project – we're handing over remaining project assets to TTC Operations, but the original timeline was to be complete last year. Finch West (station) still has capital works, it's one of the lagging ones. We're forecasting handover in Q1-2 2019. The Technical review is still with TTC Engineering, that doesn't change, it's still with CT <ul style="list-style-type: none"> ○ (HA) Will it (TYSSE) affect the technical review? ○ (JP) No it shouldn't impact project timelines ○ (CT) In addition and before the handover, the subway technical group will be involved through RZ ○ (RZ) Bobby Ly is my manager, who you've dealt with previously • (CT) TPUCC (Toronto Public Utilities Coordinating Committee) deals with road crossings, and that will involve RZ's group. The technical review should happen first, then RZ's circulation for the TPUCC can be a straight approval
Point(s) of Contact	<ul style="list-style-type: none"> • (EM) Carmelo's group will stay as the point of contact, and will circulate RZ's group
Questions/ General Discussion	<ul style="list-style-type: none"> • (DB) Did we get as-builts? <ul style="list-style-type: none"> ○ (CT) We gave tunnel information, but not site servicing, substations, sewer and water and Enbridge connections ○ (JP) In some cases our contractors are working on them and can't give us a timeline on when those as-built drawings will be completed ○ (DB) Is there support utilities within the tunnel enclosure, or is it outside the tunnel? ○ (CT) Inside and outside. ○ (DB) Facilities or support infrastructure may be good to have ○ (JP) We can't promise anything but it's something that may be received and you would have to do your own due diligence ○ (DS) We will be very much below the tunnels so it shouldn't be a major concern, but if they're at a lower elevation than the tunnels we may need that to know how to clear that ○ (JP) We understand, but if we don't have it, you need to do your own due diligence. We'll share what we have, but no timeline for future availability ○ (CT) Subsurface mapping is very important because of utilities ○ (DB) We'll have to touch base on how else we can get that info. • (DB) Are the tunnels active? Is there any more work? <ul style="list-style-type: none"> ○ (JP) The tunnels are fully functional

- (DB) We want to minimize any impact to people or goods or services. To do studies, there will be impacts, we don't want to do that
- (RZ) What is the service life of the new pipeline?
 - (DB) As long as it's maintained, there is no life expectancy. The material are very much improved and the design specifications are very conservative. It will be cathodically protected, it's just a matter of maintaining and taking care of it.
- (DS) It's designed for 50+ years - the thickness is more than the old one, it has FBE protection, the HDD will have additional FBE called ARO
- (CT) Appendix 3 is Monitoring Requirements - this will be a level 5-6 because of the complexity of going under the tunnel - submittals are indicated and include land surveys and associated submittals
- (CT) The next steps since all of this is preliminary - submit for a technical review. Section 7 of the Developers Guide stipulates requirements for that, to get the ball rolling. Fill out the form, we can tell you exactly which levels are applicable - we'll back to you for formal requirements
- (HA) Does the technical review come back as an Agreement?
 - (CT) After reviews, there will be an Agreement send to the City that the TTC approves based on a Planning perspective for properties. There is no signing directly with the TTC.
 - (CT) A Construction Agreement will need IOL and TTC signatures, which includes insurance, indemnity, standard stuff
 - (JP) We can send you examples of Crossing Agreements
 - (CT) Fees are based on the level of review, minimum 5 or 6, see Table 4.1. This can be confirmed as soon as we receive the form.
- (HA) Is there an approximate timeline?
 - (DS) We can prioritize this crossing drawing for submission purposes
 - (CT) first round review should be 4-6 weeks
- (JP) Submit as soon as you can because there will be multiple rounds of commenting

Summary of Actions	Who
• Confirm if the TTC has geotechnical and utilities information available to share with IOL	TTC (JP)
• Provide IOL's Spill Prevention/Contingency Plan to TTC	UPI (DS)
• Provide IOL with example TTC Crossing Agreement(s)	TTC (JP)

Imperial
Waterdown to Finch Pipeline Project
City of Toronto

Friday, December 14, 2018, 11:00am

Meeting Summary Notes

**Please note that these meeting notes provide a summary of the discussion; however, these are not detailed minutes of the meeting. While we have endeavored to document the main points, some discussion items may not be included.*

<p>Participants</p> <p><i>City of Toronto (CT)</i></p> <ul style="list-style-type: none"> • Doodnauth Sharma, <i>Senior Project Manager, Major Capital Infrastructure Coordination (DS)</i> • Ishan Dasgupta, <i>Property Officer, Real Estate Services (ID)</i> • Joseph Sergnese, <i>Project Manager, Real Estate Services (JS)</i> • Luigi Nicolucci, <i>Right of Way Management, Transportation Services (LN)</i> • Lawrence Shintani, <i>Toronto Water (LS)</i> 	<p><i>CanACRE (CA)</i></p> <ul style="list-style-type: none"> • Haseeb Amirzada, <i>Director, Planning and Permitting (HA)</i> • Eric Mark, <i>Team Lead, Planning and Permitting (EM)</i> <p><i>Universal Pegasus International (call-in) (UPI)</i></p> <ul style="list-style-type: none"> • David Bui, <i>Senior Engineer I (DB)</i> • Hernan Castedo, <i>Engineer IV (HC)</i> <p><i>Stantec Consulting (call-in) (SC)</i></p> <ul style="list-style-type: none"> • Adam Hatch, <i>Project Manager Geotechnical Engineering (AH)</i> <p><i>ERM Group Inc. (call-in) (ERM)</i></p> <ul style="list-style-type: none"> • Matt Scoular (MS) • Brenda Kennett (BK)
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Meeting Objectives

- Describe Imperial’s Waterdown to Finch Project
- Discuss survey access submissions (archaeology, Geotech, and vegetation surveys) and any current City comments
- Discuss land crossings submission
- Confirm process for future access and crossing/lands submissions and approvals

Topic	Discussion
Introductions	
Materials	<ul style="list-style-type: none"> • Imperial Waterdown to Finch SPPL Overview Presentation
Safety Moment (EM)	<ul style="list-style-type: none"> • Importance of winter tires
Waterdown to Finch Project General Overview (HA)	<ul style="list-style-type: none"> • LN asked if the existing line will be monitored, and how. <ul style="list-style-type: none"> ○ HC confirmed that the existing line will be idled and treated as if it still has flowing product. It will be filled with nitrogen and maintained like an active line. ○ LN asked if there will be any monitoring wells ○ HA confirmed that there will be geotechnical-related monitoring wells at certain locations. AH confirmed that the proposed borehole #96 will not require a well to be installed. • DS asked from which end of the pipeline construction will be starting.

	<ul style="list-style-type: none"> ○ HA confirmed that construction phasing has not yet been determined ○ HC outlined a high-level plan with two mainline spreads and six HDD crews: <ol style="list-style-type: none"> 1. Agricultural land focus, west of Mississauga 2. Urban areas, all within the hydro corridor ● LN asked at what depth the pipe would be. <ul style="list-style-type: none"> ○ HC explained that open cut sections of the pipe would all be at 1.2m or deeper ● LS asked if IOL will be maintaining the old pipeline forever, why bother replacing it? <ul style="list-style-type: none"> ○ HA explained that pipeline pressure capacity would decline with age and will not be able to meet future demand, but that there is the possibility of reactivating the pipeline if needed, though there are no plans to do so at this time. ○ HC confirmed that this project is a proactive replacement
<p>Survey Access Submission</p>	<ul style="list-style-type: none"> ● HA noted that CanACRE has made progress with the City's Parks & Recreation Department, but not much with other divisions, and that the hope is to get everyone else on board at this meeting ● ID asked what the purposes of CanACRE's Lands Submission and Tenant Submission are. <ul style="list-style-type: none"> ○ EM explained that the Lands Submission is to gain preliminary division feedback on property-specific concerns that could impact pipeline construction or routing, such as City construction or sensitive assets, and that the Tenant Submission is to get the City's written approval, and not a specific permit/agreement, for hydro corridor lands where investigative surveys are proposed and the City has tenancies on at least a portion of the parcel. ○ ID confirmed he has pulled a list of the relevant divisions and will be discussing the submissions with them. ○ HA asked to confirm if providing the City with PINs is enough information for a submission, and ID agreed. ● LS asked if there are any Toronto Water pipes that will be within Parks Access Agreements (PAA) areas, as the Parks & Recreation Department likely wouldn't have known about these assets <ul style="list-style-type: none"> ○ HA confirmed that crews did locates and sweeps within PAA areas ○ EM confirmed that the PAA is only being used for survey access, and that the permanent pipeline crossing will likely be handled via Real Estate Services and involving Toronto Water, to which ID agreed. ● ID confirmed that Real Estate's Legal team is drafting an agreement for survey access (likely an omnibus agreement), and that he will provide them with an idea of the scope to develop a draft. ID asked if there was a prioritization for the parcels included in the survey access request. <ul style="list-style-type: none"> ○ MS confirmed that archaeology work needed to be completed within the next few weeks before the ground freezes, and that vegetation surveys will be completed next spring, summer, and fall. Specific 2019 plans for Toronto surveys have not been developed yet. ○ AH confirmed that the geotechnical work will proceed through the winter.

	<ul style="list-style-type: none"> ○ HA confirmed that spring is now the earliest access for archaeology and vegetation surveys, and that geotechnical access/approvals should be the focus for the time being. ● ID confirmed that Parks & Rec and the TTC hold most of the tenancies submitted by CanACRE. <ul style="list-style-type: none"> ○ EM confirmed that Parks & Rec has not been reached out to for their tenancies ○ ID confirmed he will consult with Parks & Rec for tenancy approvals ○ ID confirmed agreements will wait until survey timing details are received from CanACRE ○ HA mentioned it would be good if IOL's legal team could review any agreements in advance of confirming timing/term. ● LN confirmed that any monitoring wells within the municipal right of way will need involvement by the environmental group for Ministry of Environment requirements, and that any info is more useful sooner rather than later
Land Crossing Submission	<ul style="list-style-type: none"> ● DS asked if CanACRE has consulted with DMOG (Digital Map Owners Group) for infrastructure and as-built information. <ul style="list-style-type: none"> ○ HA confirmed that DMOG has not been consulted. DS committed to provide the relevant contact information. ○ LS suggested that another source of information is TWAG (Toronto Water Asset Geodatabase) for an inventory of watermains and sewers. DS committed to provide the relevant contact information. ● EM emphasized that any City comments on the Lands Submission would feed into crossing drawings developed sometime in early Q1 2019. ● DS asked if there will be any bridge/above ground crossings. <ul style="list-style-type: none"> ○ HC confirmed that there are no plans for any installations other than underground via open cut or trenchless drilling ● DB confirmed that the only time the pipeline will be above-ground is at existing valve sites used for line control, which are already access-controlled. ● LN requested that the road component of the Land Submission be sent to his group for review. <ul style="list-style-type: none"> ○ ID confirmed he will circulated the land component ● LS inquired if City easements have been identified. <ul style="list-style-type: none"> ○ HA confirmed that these would have been identified in surveys and included in geotechnical submissions. The permanent crossings submission (next year) will include more details ● LS asked what the general offset distances will be, and if RoW (Right of Way) Management has standard processes and criteria. <ul style="list-style-type: none"> ○ DS confirmed he has contact information for RoW Management ○ LS confirmed that the pipeline should abide by the Municipal Consent Requirements (MCR) even for non-right of way infrastructure ○ LN confirmed that road depth requirements depend on what utilities are directly beneath, that Section 7.43 of the Municipal Code may apply, and that he will

	<p>provide additional info. LN confirmed that any work within the right of way is reviewed by RoW Management</p> <ul style="list-style-type: none"> ○ HA confirmed that CanACRE has been dealing with all third-party utilities directly
Process for Future Submissions and Approvals	<ul style="list-style-type: none"> ● HA asked if any expected permits or approvals will require Council or Committee approval <ul style="list-style-type: none"> ○ JS confirmed that the value of the property in question dictates whether staff have delegated authority. Any easements or properties of significant value will need a Council bylaw. This has yet to be determined. ● DS asked if there is an existing Municipal Access Agreement in effect. <ul style="list-style-type: none"> ○ EM will investigate, and DS will discuss with Legal Services for current templates ● LS asked when the original pipe dates to. <ul style="list-style-type: none"> ○ HA confirmed the original pipeline dates to the 1950s. ○ LS confirmed a Toronto Water agreement is only needed for Toronto Water pipe relocations, which would require PWIC (Public Works and Infrastructure Committee) approval and a Master Access Agreement. Municipal Consent Requirements apply for general crossing of the right of way, and Real Estate Services would handle any other proposals. ● EM asked if the City would consider dedicating staff to the project for extra fees. <ul style="list-style-type: none"> ○ ID confirmed he will investigate ○ DS commented that this project should be achievable based on existing City resources ● HA asked if any Real Estate Services template agreements are available to send. <ul style="list-style-type: none"> ○ ID confirmed the template Consent to Enter form can be forwarded. ○ HA reiterated that as many documents from Real Estate Services' legal team as possible would be helpful, for advance review. ● DS suggested an additional in-person meeting in Q1 2019 is a possibility if needed.
Summary of Actions	
	Who
● Provide DMOG (Digital Map Owners Group) contact information	DS
● Provide TWAG (Toronto Water Asset Geodatabase) contact information	DS
● Provide Real Estate Services with survey timing details	EM
● Provide template agreements for IOL legal review	ID
● Send road element of Land Submission to RoW (Right of Way) Management for review	EM
● Provide contact for RoW clearance requirements	DS
● Confirm clearance requirements within municipal RoW, and any requirements under Municipal Code Sec 7.43	LN
● Confirm if there is an existing Municipal Access Agreement for the current SPPL	EM
● Confirm availability of current Municipal Access Agreement template or requirements	DS

• Confirm if dedicating staff to the project is a possibility, for additional fees	ID
• Provide template Consent to Enter form/agreement for Imperial legal review	ID
• Send PINs and mapping imagery for geotechnical equipment crossing submission to Toronto Water	EM

RE: Imperial Pipeline Replacement Project Waterdown to Finch

Malone, Jessie M [jessie.m.malone@esso.ca]

Sent: Thursday, February 14, 2019 2:05 PM**To:** Roger Goulet [rjgoulet1@gmail.com]**Cc:** Thiessen, Corinne E [corinne.e.thiessen@esso.ca]

Roger,

I hope you are doing well. We have compiled responses to your questions below as well as provided a link to the FTP website where the Environmental Report (ER) is available for download. The ER was submitted as part of the Leave to Construct pre-application filing to the OEB on February 1st. Imperial anticipates filing the full Leave to Construct application for the Waterdown to Finch Project in the next few weeks.

1. Pipeline Depth:

The depth of the pipeline will vary depending on which installation method is used (i.e., trenched or trenchless). The minimum depth of installation will be 1.2 metres (trenched) and will be greater using trenchless methods. Bores are typically 2 metres in depth and horizontal directional drills vary in depth from 10 to 50 metres.

There may be areas in which the trenched construction of the pipeline will encounter bedrock, in which case the bedrock will be excavated to achieve the designed burial depth. The trenchless construction is expected to encounter and will drill through bedrock in many areas.

2. Trenching:

The time frame that a particular location of a pipeline trench is open is dependent on many factors, with an estimated range of 15 to 30 days. Soil compaction and, if needed, trench breakers such as sandbags, foam or compacted clay can be installed in the trench to control potential water flow.

3. Monitoring of PSWs and salamander breeding ponds:

Imperial remains actively engaged with the Ministry of Natural Resources and Forestry (MNRF) regarding Project activities that may occur within and adjacent to Jefferson Salamander Regulated Habitat, and any monitoring that will be required before and during construction. Many of the areas identified as Jefferson Salamander Regulated Habitat will be avoided by constructing the pipeline using trenchless methods. Further, within proximity to the areas identified as Jefferson Salamander Regulated Habitat, construction will occur in the late fall or winter (contingent on permit approvals) to avoid potential impacts on individuals.

Impacts on water levels in many PSWs will be avoided by constructing the pipeline using trenchless methods. Permits will be obtained from the respective Conservation Authorities for work that may affect wetlands, and Imperial will complete all required monitoring.

4. Permit to Take Water:

Imperial will prepare and implement a Water Management Plan that will include management and contingency measures to avoid or minimize effects on surface water and groundwater. Imperial has consulted with the Ministry of the Environment, Conservation and Parks (MECP) and a Water Taking Permit will be required and obtained for the Project.

5. Jefferson Salamander Regulated Habitat:

Construction will be required within Jefferson Salamander Regulated Habitat, however there will be no direct impact on known vernal pool breeding areas. Construction within these areas will occur during the late fall or winter (contingent on permit approvals) to avoid disruption of Jefferson Salamander breeding.

6. Proximity to Enbridge:

Typically, the Imperial pipeline will be 15 to 20 metres from the Enbridge pipeline within the Niagara Escarpment. Imperial is in communication with Enbridge regarding the Project.

7. **Temporary Workspace and Deactivation:**

Typically, the work area for trenched construction will be 25 metres, and the endpoints of trenchless construction (entry and exit areas) will require additional workspace ranging from 15 to 35 metres wide and 30 to 60 metres long. The temporary workspace will vary based on the method of construction. Refer to the Environmental Report, particularly Appendix A for typical drawings.

Deactivation of the existing pipeline will take place after the new pipeline is safely installed and in service. An application and a schedule for the deactivation will be developed.

8. **Niagara Escarpment / Mount Nemo Plateau:**

Construction within these areas is planned for the late fall or winter (contingent on permit approvals).

9. **Natural Heritage Areas:**

Natural heritage features are discussed in Section 4.3 of the Environmental Report, and mitigation measures to be implemented to avoid or minimize the potential negative effects of the Project on natural heritage features, functions and their protected species are discussed in Section 5.3 of the Environmental Report.

10. **Grindstone Creek Headwaters Complex PSW:**

Environmental Report Appendix D: Environmental Features Map and an earlier version of this map provided to PERL by Imperial, is based on Ontario's Land Information (LIO) dataset. Imperial has confirmed with the MNRF that the LIO dataset identifies the wetlands around the Mount Nemo Tributary 2 as being a component of the Grindstone Creek Headwaters Complex Provincially Significant Wetland (PSW). The pipeline crossing of Mount Nemo Tributary 2 is planned for trenchless construction. The riparian wetlands crossed by the Project around Mount Nemo Tributary 1 are not identified as PSW in the LIO dataset, and the MNRF has confirmed that the mapping used in the Environmental Report, which is based on the LIO dataset, is accurate. The pipeline crossing of Mount Nemo Tributary 1 is planned for trenched construction.

11. **Mount Nemo Trib 2A & Species at Risk:**

The bore method to be used to cross Mount Nemo Trib 2A (8+000) is conventional, by which pits are excavated on each side of the crossing to accommodate the boring equipment, then a hole is bored between the pits and the pipeline is pulled through the bored hole. If necessary, the pits will be protected with shoring.

Imperial has and continues to consult with the MNRF regarding compliance with the Ontario Endangered Species Act during construction of the Project. Imperial will implement mitigation measures to avoid or minimize effects on Species at Risk and Regulated Habitat (refer to Section 4.3.4 and 5.3.4 of the Environmental Report), and maintain compliance with the Endangered Species Act.

12. **Horizontal Direction Drill:**

There may be areas in which the trenchless construction is expected to encounter bedrock, although it is not known at this time if this will include limestone rock formations. Geotechnical investigations are ongoing to determine the bedrock formations and to design the depth of the horizontal drills and other trenchless construction methods.

13. **Drilling Fluids:**

During trenchless construction of the pipeline, fresh water from municipal sources and a non-hazardous drilling additive (typically bentonite clay) will be used.

14. **Niagara Escarpment Development Permit:**

Imperial consulted with the Niagara Escarpment Commission (NEC) and a Development Permit is required for the Project. Imperial will prepare a Development Permit application and submit it to the NEC for review and approval prior to commencing Project construction in the Niagara Escarpment Planning Area.

The Sarnia Products Pipeline is important infrastructure that provides products used by households and businesses across the Greater Toronto and Hamilton Area. This proactive replacement will support the continued safe and reliable supply of

the fuels that keep people, goods and services moving throughout our region. Imperial has the same concerns as people everywhere – how to provide the world with the energy it needs while reducing greenhouse gas emissions. We are committed to positive action on climate change and dedicated to reducing the risk in the most efficient way for society. Please visit imperialoil.ca/climatechange to learn more.

We appreciate your interest in the Waterdown to Finch Project, and welcome any further questions and comments. Please let us know when you are available and we would be happy to coordinate a meeting with our project team at your earliest convenience.

Link to Environmental Report:

URL: <https://onyx.erm.com>

Username: 0460600-0005-0003

Password: 22786P7z

Regards,

Jessie Malone, P.Eng

Environmental and Regulatory Advisor

Safety Security Health and Environment, Imperial

505 Quarry Park Blvd. SE, Calgary, AB T2C 5N1 | P1C.194

jessie.m.malone@esso.ca P 587.476.4799 | C. 403.826.5491

imperialoil.ca | [Twitter](#) | [YouTube](#)

From: Roger Goulet [mailto:rjgoulet1@gmail.com]

Sent: Thursday, January 17, 2019 12:44 PM

To: Malone, Jessie M <jessie.m.malone@esso.ca>; Thiessen, Corinne E <corinne.e.thiessen@esso.ca>

Subject: Imperial Pipeline Replacement Project Waterdown to Finch

Dear Jessie Malone,
Imperial Oil Canada,

Thank you for keeping the lines of communication with the community open. Please see attached Word document with a number of preliminary questions we respectfully ask that Imperial respond to at earliest date.

We do want to get a copy of the pre-application Environmental Report.

Once we have both of these, and had time to review, we would be interested in meeting with Imperial to discuss these and other areas of concern with the proposed Imperial pipeline project through the environmentally sensitive Lake Medad and Mount Nemo Plateau, part of the Niagara Escarpment in north Burlington.

Yours truly,
Roger Goulet
Protecting Escarpment Rural Land (PERL)



Imperial's Sarnia Products Pipeline

Waterdown to Finch Project



Safety and reliability: pipeline replacement from Waterdown to Finch

Imperial's Sarnia Products Pipeline is important infrastructure that provides fuels used by households and businesses across the Greater Toronto and Hamilton Area (GTHA). This includes a significant portion of jet fuel for Toronto Pearson International Airport, as well as gasoline and diesel fuel that keeps people, goods and services moving throughout our region.

Operating safely in the region for many years, Imperial is planning to replace approximately 63 kilometres of the line with new pipe. This section runs from Imperial's Waterdown pump station in rural Hamilton to the company's terminal storage facility in Toronto's North York area.

Project highlights

Working within the existing pipeline corridor:

Most replacement work will take place in close vicinity to the pipeline.

Completing the Waterdown to Finch Project:

Environmental and cultural assessments commenced in the spring of 2018. Subject to provincial regulatory reviews and receiving all permits, Imperial expects to start construction in 2019. The existing pipeline will continue to operate reliably until the Waterdown to Finch Project is complete.

Following a thorough regulatory process: Imperial will seek approval for a Leave to Construct from the Ontario Energy Board. This includes a thorough assessment of the project's environmental effects and engagement with landowners, communities and Indigenous groups.

Informing community members: Imperial is committed to meaningful community, government and Indigenous engagement throughout the duration of the project.

Protecting our local environment: Imperial works to ensure the highest standards of environmental safety are observed every day. During the replacement process, Imperial will continue to work with government and regulators to protect our local environment.

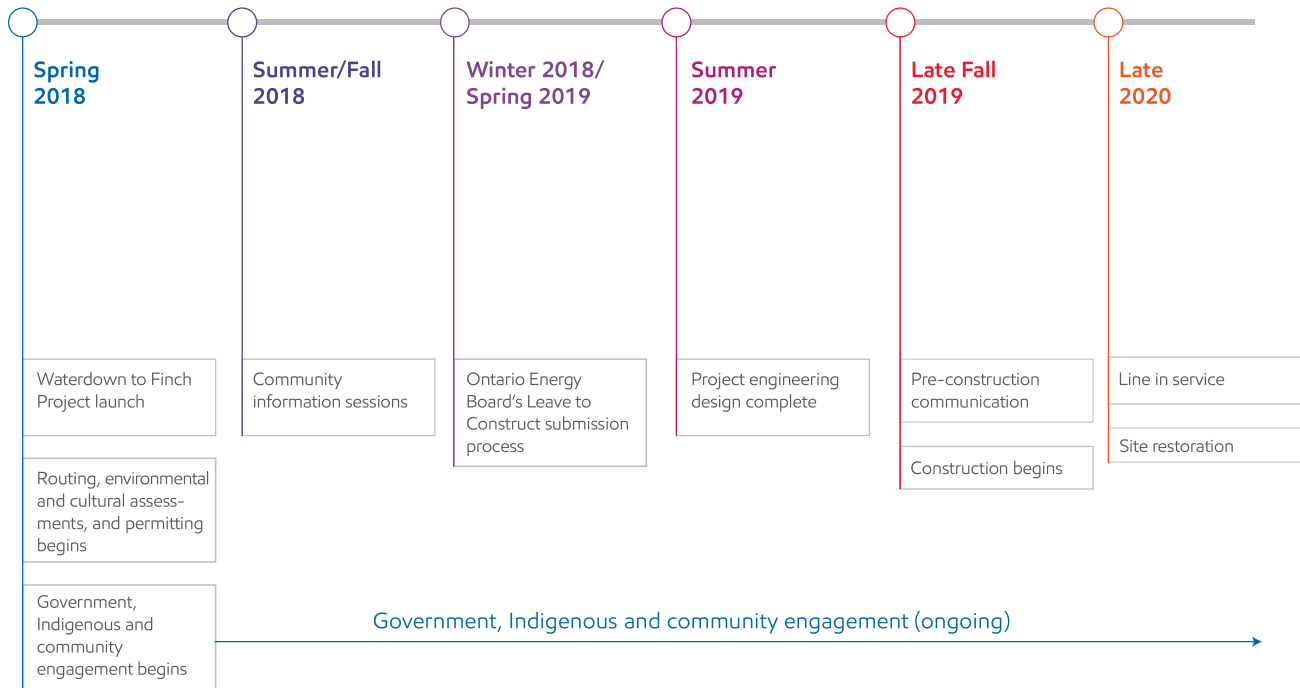
Keeping local traffic moving: Imperial will work closely with municipalities and residents so the impacts on traffic are as limited as possible.

Creating jobs here in Ontario: Imperial employs approximately 1,200 employees and up to 3,500 contractors per day in Ontario. Imperial is looking to work with local contractors and business services, including from Indigenous groups, throughout the life of the project.

Waterdown to Finch Project location



Work timeline*



* Timeline is subject to regulatory and permitting approvals

Land, regulatory and permitting approvals

Imperial will respect all landowners' property and will seek to minimize disruptions. Imperial also recognizes the importance of collaboration with local Indigenous groups when conducting activities on their traditional territories.

Before work begins, Imperial will engage with landowners regarding access to our easements on their property. Concurrently, we will engage with Indigenous groups to understand interests and opportunities to further collaborate in the region.

In addition to landowner access and Indigenous collaborations, Imperial will require regulatory approval, permits or project approvals from the following entities listed in alphabetical order:

Federal

- Environment and Climate Change Canada
- Fisheries and Oceans Canada
- Transport Canada

Provincial

- Infrastructure Ontario
- Niagara Escarpment Commission
- Ontario Energy Board, and the Ontario Pipeline Coordinating Committee
- Ontario Ministry of Agriculture, Food and Rural Affairs
- Ontario Ministry of the Environment, Conservation and Parks
- Ontario Ministry of Indigenous Affairs
- Ontario Ministry of Natural Resources and Forestry
- Ontario Ministry of Tourism, Culture and Sport
- Ontario Ministry of Transportation

Conservation Authorities

- Conservation Halton
- Credit Valley Conservation Authority
- Hamilton Conservation Authority
- Toronto and Region Conservation Authority

Municipalities/Regions

- City of Burlington
- City of Hamilton
- City of Mississauga
- City of Toronto
- Region of Halton
- Region of Peel
- Town of Milton
- Town of Oakville

Other

- Technical Standards and Safety Authority



Minimizing construction impacts

Imperial is working carefully with the regulator and different levels of government to plan the Waterdown to Finch Project so that construction impacts are as limited as possible.

Routing, environmental assessments and permitting

- Engineers and environmental surveyors work together to identify a pipeline route that minimizes impact to the environment and surrounding community.
- Engineering, Indigenous technicians and environmental experts work to understand the soil, below ground conditions, vegetation, species, archaeologically sensitive sites, water crossings and environmentally sensitive areas.
- These reports will be reviewed and approved by permitting and regulatory authorities before construction begins.

Preparing for construction

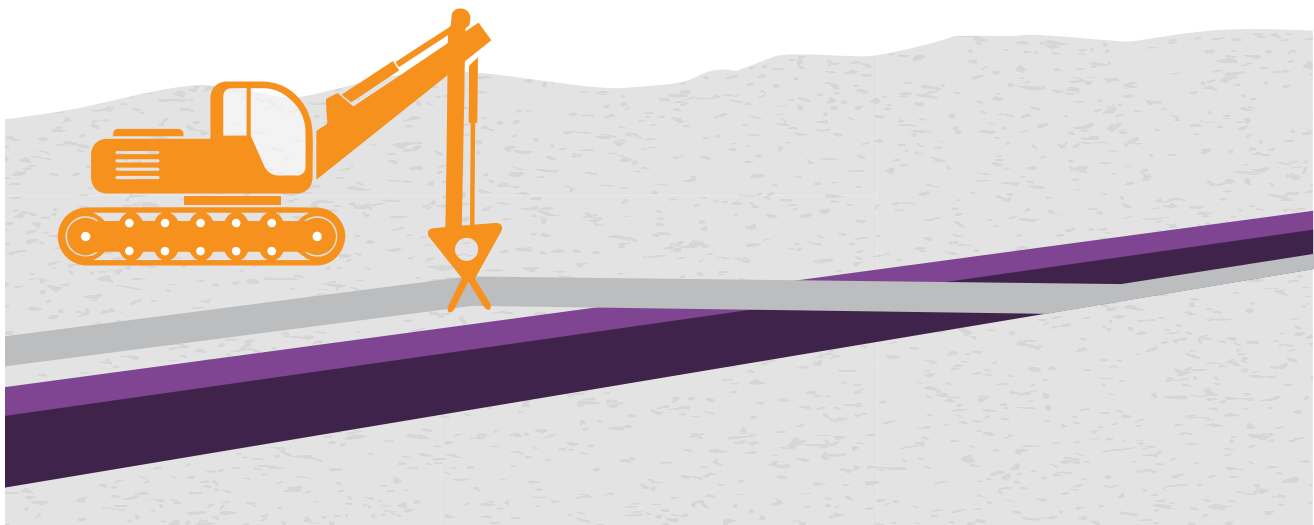
- After the engineering design plan is confirmed, multiple teams along the pipeline will mobilize for construction.
- The pipeline route will be cleared and temporary workspaces, including safety barricades, will be installed.

Construction methods

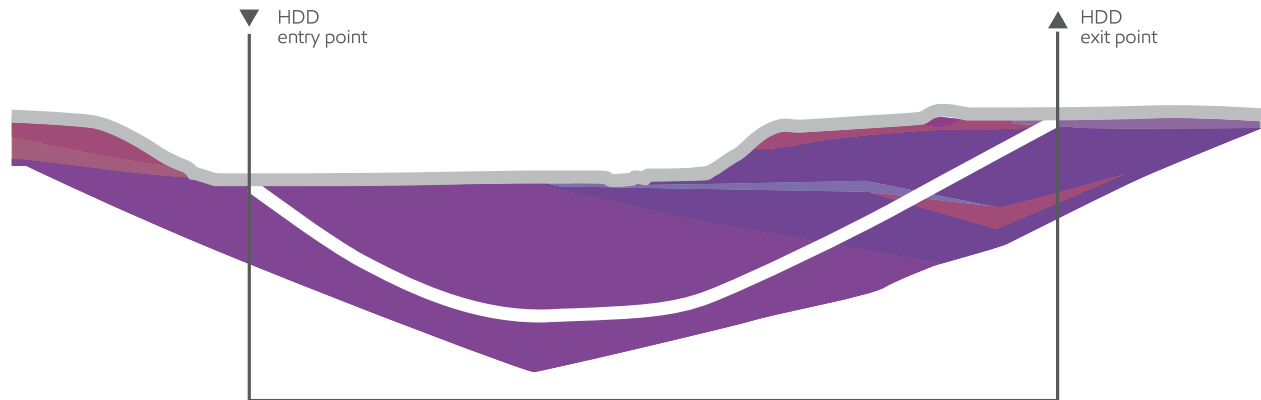
1. Open cut construction
2. Trenchless technology

Based on the engineering and environmental surveys, Imperial will perform one of two construction techniques:

1. Open cut construction



2. Trenchless technology



1. Open cut construction

Open cut construction is the fastest method for pipeline installation.

- Lay and bend the pipe to match contours of the land.
- Weld, test and inspect the pipe.
- Lower pipe into the trench and cover it for protection.

2. Trenchless technology

A horizontal directional drill (HDD) is a method of installing underground pipe using a drilling rig at the surface level. It is best used at sensitive areas, or in dense residential or commercial areas.

- Drill a hole along a designed directional path.
- Enlarge the pilot hole to a diameter suitable for installation of the pipeline.
- Pull the pipeline back into the enlarged hole.

Commissioning/activating the new line

- The new pipeline will ultimately be connected and tied into Imperial's Waterdown Station and Finch Terminal.
- The pipeline's integrity is inspected by a hydrostatic pressure test. Once the pipe is cleaned and dried, it can be slowly filled with diesel, gasoline or jet fuel.

Deactivation of current line

- The deactivated pipe will be removed from service, cleaned, filled with nitrogen (like what we put in our car tires), and left in place.
- Deactivation is undertaken to reduce environmental impacts (soil stability, slope stabilization and settlement issues), avoid short and long-term community construction impacts and minimize safety risk for other pipelines sharing the right-of-way.
- Imperial deactivates pipeline segments in accordance with industry best practices (Canadian Standards Association's Oil and Gas Pipeline Systems Code) and provincial regulations (*Technical Standards and Safety Act*).
- Imperial is responsible for paying for the maintenance and monitoring of this segment of deactivated pipeline.
- Imperial remains responsible for ongoing monitoring, line identification and crossing management of the deactivated line.

Our commitment to community engagement and the environment

We appreciate the patience of our neighbours, Indigenous groups and community members as we work to enhance the long-term safety and reliability of our existing operations.

Community engagement

In order to minimize the impact of disruption, we look to local residents to help inform solutions.

During the project period, community members will have several ways to receive information and ask questions:

- imperialoil.ca/waterdowntofinch
- Email: questions@imperialon.ca
- Telephone: 416.586.1915
- Community information sessions
- Construction notices will be delivered to landowners and adjacent landowners a minimum of two weeks before activity begins
- Ongoing information sharing

Protecting the local environment

- Every day, our employees work hard to safely supply fuel to keep cars, trucks and planes in our province moving.
- Our Sarnia and Nanticoke refineries play a critical role in meeting Ontario's energy needs. Since 1990, refinery sector greenhouse gas emissions in Ontario have been reduced by 32 per cent.

- In the last five years, we have spent approximately \$1.1 billion at Nanticoke and Sarnia to improve the reliability and safety of our operations.
- Sarnia and Nanticoke both achieved a number of best-ever safety and environmental performance in 2016 and 2017.
- We remain committed to operating our facilities in an environmentally responsible manner and in compliance with provincial regulations.



Our proactive protection and preventative maintenance program

We attribute our record of safe and reliable operations to our preventative maintenance and proactive pipeline inspection programs.

We work closely with independent pipeline regulators and government permitting authorities to ensure our facilities comply with all applicable laws and regulations.

Focused on safety

- Imperial's safety performance is among the best in the Canadian energy industry.
- Imperial conducts routine and frequent aerial and daily ground monitoring of the pipeline path.
- Imperial's emergency response plan prioritizes the protection of people and the environment.
- The emergency response team in Ontario is highly trained, appropriately resourced and ready to respond quickly in the unlikely event of a pipeline emergency.

Monitored 24 hours a day, 365 days a year

- Our pipelines are monitored around the clock.
- Skilled workers in a dedicated control centre with access to monitoring tools can remotely shut down the pipeline and dispatch local workers to inspect the pipeline.

Pipeline protection measures

- Imperial uses protected steel pipe that is coated to safeguard against external corrosion.
- Cathodic protection, a technique that uses low-voltage electric currents to curb corrosion, works with the coating to protect the pipe from external elements.
- The pipe is buried below ground to protect it from damage.
- Valves are strategically placed along the pipeline path to allow sections of the pipeline to be closed off as needed.
- Automated valves can automatically close if they sense an unexpected pressure drop or be remotely controlled by the operations centre.

Using innovative technologies and assessment methods

- Industry-leading inspection tools confirm both internal and external characteristics of the steel to identify and prioritize repairs.
- Imperial will use the inspection findings to determine where a pipeline dig and visual inspection are necessary, which informs maintenance and any additional work, such as replacing a section of the pipeline.

Imperial in Ontario: supporting economic growth

As an integrated products company, at Imperial we explore for, produce, refine and market products essential to society.

We are Canada's largest refiner, producing over 400 kilo barrels per day (kbd).

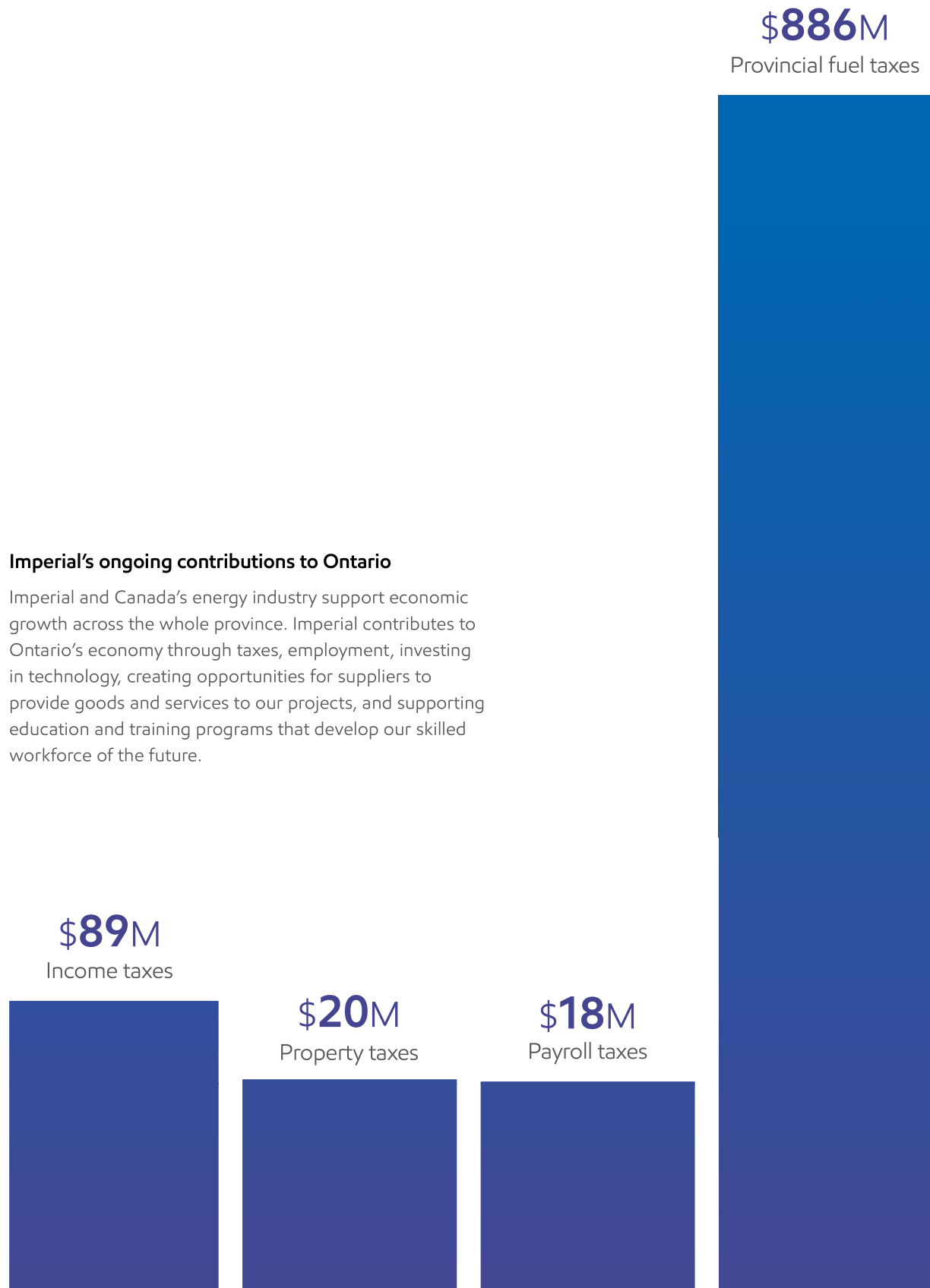
Founded in Ontario: As Canada's largest refiner of petroleum products, we have more than 130 years of providing Canadians with reliable energy, while supporting our economy and protecting the environment.

Supporting Ontario households: Imperial employs approximately 1,200 employees and up to 3,500 contractors a day in Ontario.

Major capital projects: Imperial continues to invest in Ontario with more than \$750 million at our two refineries in Sarnia and Nanticoke. Investments include environmental improvements, energy conservation projects, clean fuel facilities and infrastructure improvements.

Research and development in Ontario: Over the past decade, Imperial has invested more than \$300 million in research and development in the province.





Imperial's ongoing contributions to Ontario

Imperial and Canada's energy industry support economic growth across the whole province. Imperial contributes to Ontario's economy through taxes, employment, investing in technology, creating opportunities for suppliers to provide goods and services to our projects, and supporting education and training programs that develop our skilled workforce of the future.

Based on 2016 contributions

Source: Business Council of Canada 2016 Total Tax Contribution Survey.

We want to hear from you
T: 416.586.1915
E: questions@imperialon.ca

imperialoil.ca/waterdowntofinch



Waterdown to Finch General Inquiries
questions@imperialon.ca
416.586.1915

IMPERIAL'S SARNIA PRODUCTS PIPELINE WATERDOWN TO FINCH PROJECT

NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSIONS

Description of Project:

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued safety and reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York. Imperial will replace the 12-inch pipeline with a 12-inch pipeline.

Imperial wants to share project details and answer questions at our community information sessions in the summer and fall of 2018.

The Process:

Imperial has commenced the environmental and route planning study process in accordance with the requirements of the Ontario Energy Board's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario. The study will analyze pipeline routing, describe the natural and social components of the environment, outline safety measures, and include proposed mitigation and monitoring measures.

In addition to working with the regulatory bodies and different levels of government on technical, safety and environmental approvals, Imperial is engaging with the Ontario Pipeline Coordinating Committee, which is comprised of government agencies that have a role in the review of the project. Results from the study, including the preparation of the Environmental Report and an Indigenous Consultation Report, will be filed with the Ontario Energy Board as part of Imperial's leave to construction application in 2019.

Study Area:



Information Sessions:

We look forward to sharing project details, explaining the planning process and seeking feedback on the routing analysis and environmental studies. Community information sessions between Waterdown and Finch (Burlington, Hamilton, Milton, Mississauga, Oakville and Toronto) are scheduled for the following dates. A second set of information sessions will be scheduled in the fall of 2018.

Municipality	Session Date	Times	Location
Oakville	Monday, July 16	6:00 - 8:00 PM	River Oaks Community Centre - Meeting Room B 2400 Sixth Line, Oakville, ON
Mississauga	Tuesday, July 17	3:00 - 4:00 and 6:00 - 7:30 PM	Living Arts Centre – Bank of Montreal Room 4141 Living Arts Drive, Mississauga, ON
Toronto	Wednesday, July 18	3:00 - 4:00 and 6:00 - 7:30 PM	Royal Canadian Legion Branch 286 – Main Hall 11 Irwin Road, Toronto, ON
Burlington	Tuesday, July 24	5:00 - 7:30 PM	Haber Community Centre – Haber Community Room 2 3040 Tim Dobbie Drive, Burlington, ON
Milton	Wednesday, July 25	4:30 - 5:30 and 6:00 - 7:30 PM	Milton Town Hall – Milton Room 150 Mary Street, Milton, ON
Hamilton	Thursday, July 26	3:00 - 4:00 and 5:00 - 7:30 PM	St. Thomas the Apostle Church – Hall (Parish Centre) 715 Centre Road, Waterdown, ON

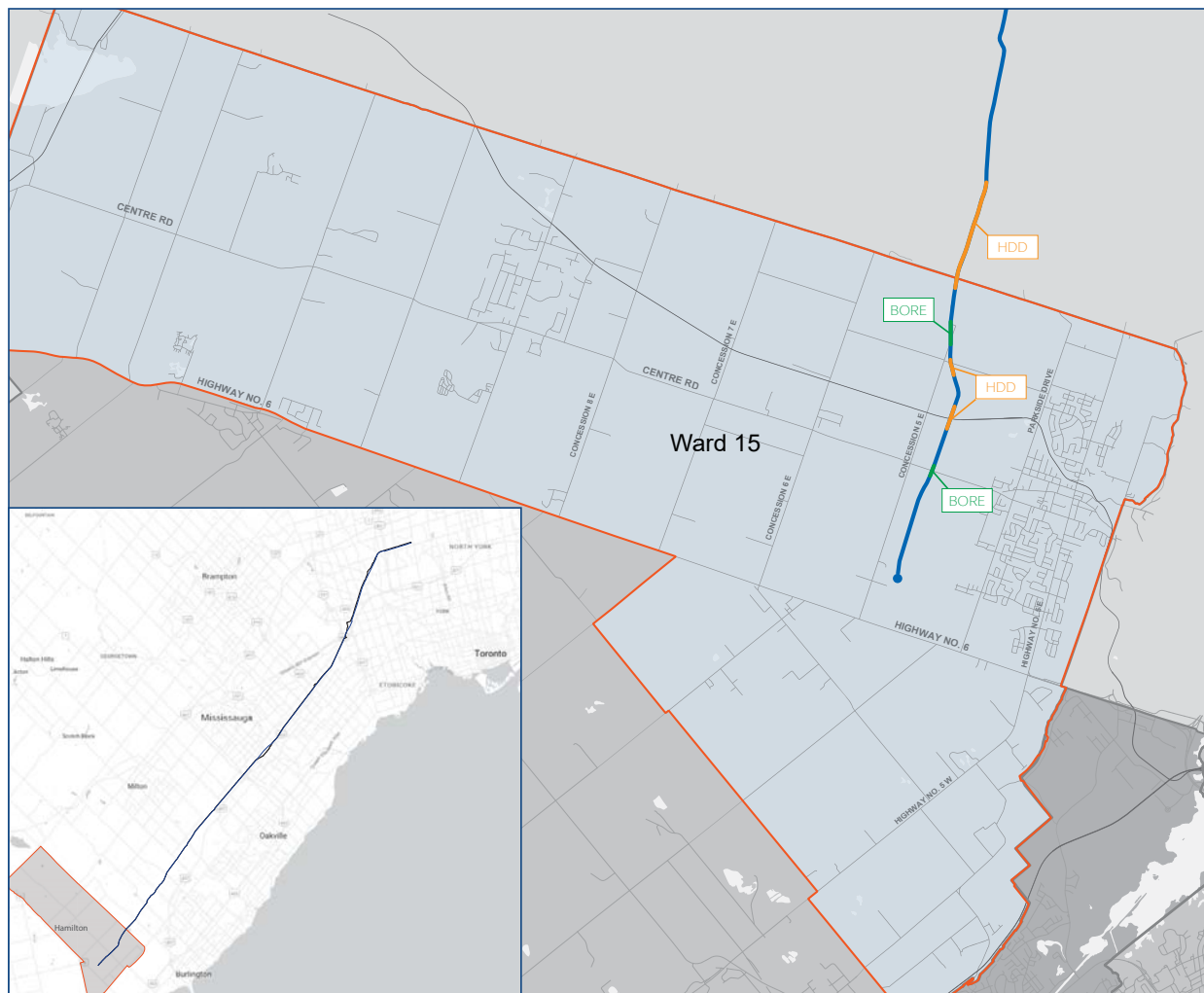
For those who cannot attend, we invite you to review materials, ask questions and share comments at:

Imperialoil.ca/waterdowntofinch
416.586.1915
questions@imperialon.ca



Imperial's Waterdown to Finch Project location

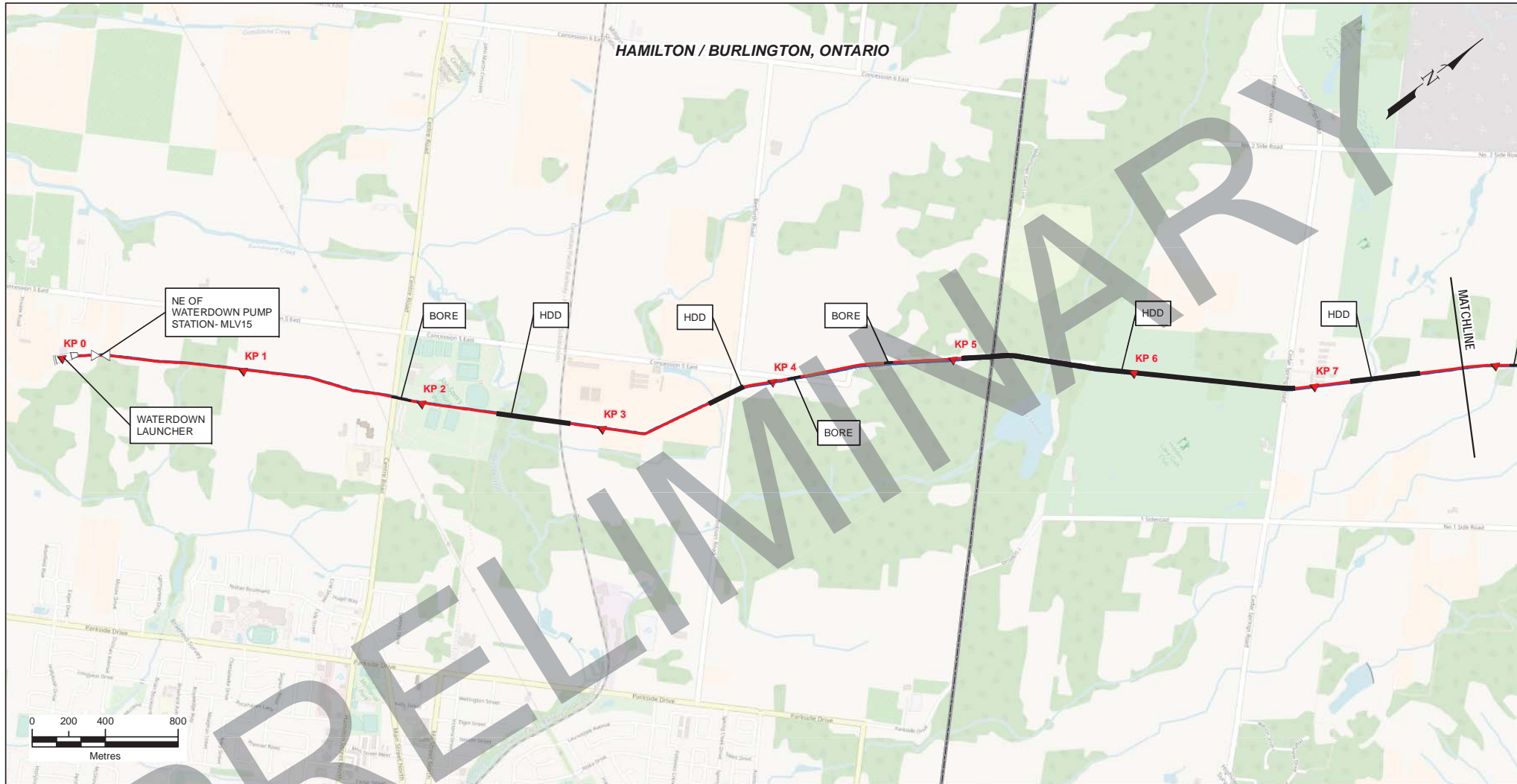
City of Hamilton



— Imperial's Proposed Pipeline

*Please note: in this area the new line will be in close vicinity to the existing pipeline route.

EXHIBIT H
 Record of Consultation - Supporting Documents



LEGEND

- ▲ KILOMETRE MARKER
- X VALVE
- | LAUNCHER / RECEIVER
- BORE
- HDD
- PROPOSED PIPELINE
- EXISTING WATERDOWN-FINCH PIPELINE
- MUNICIPALITY

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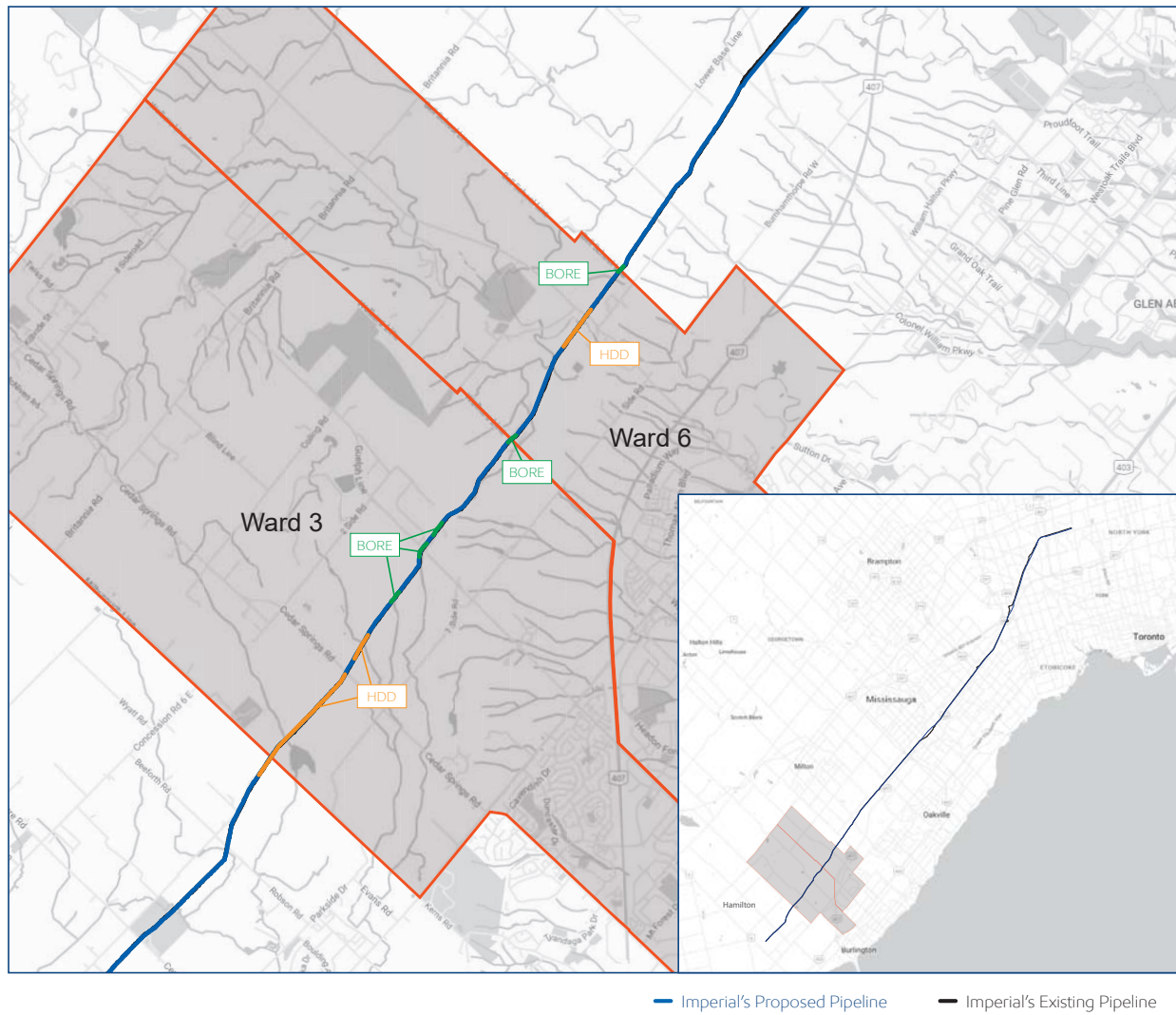
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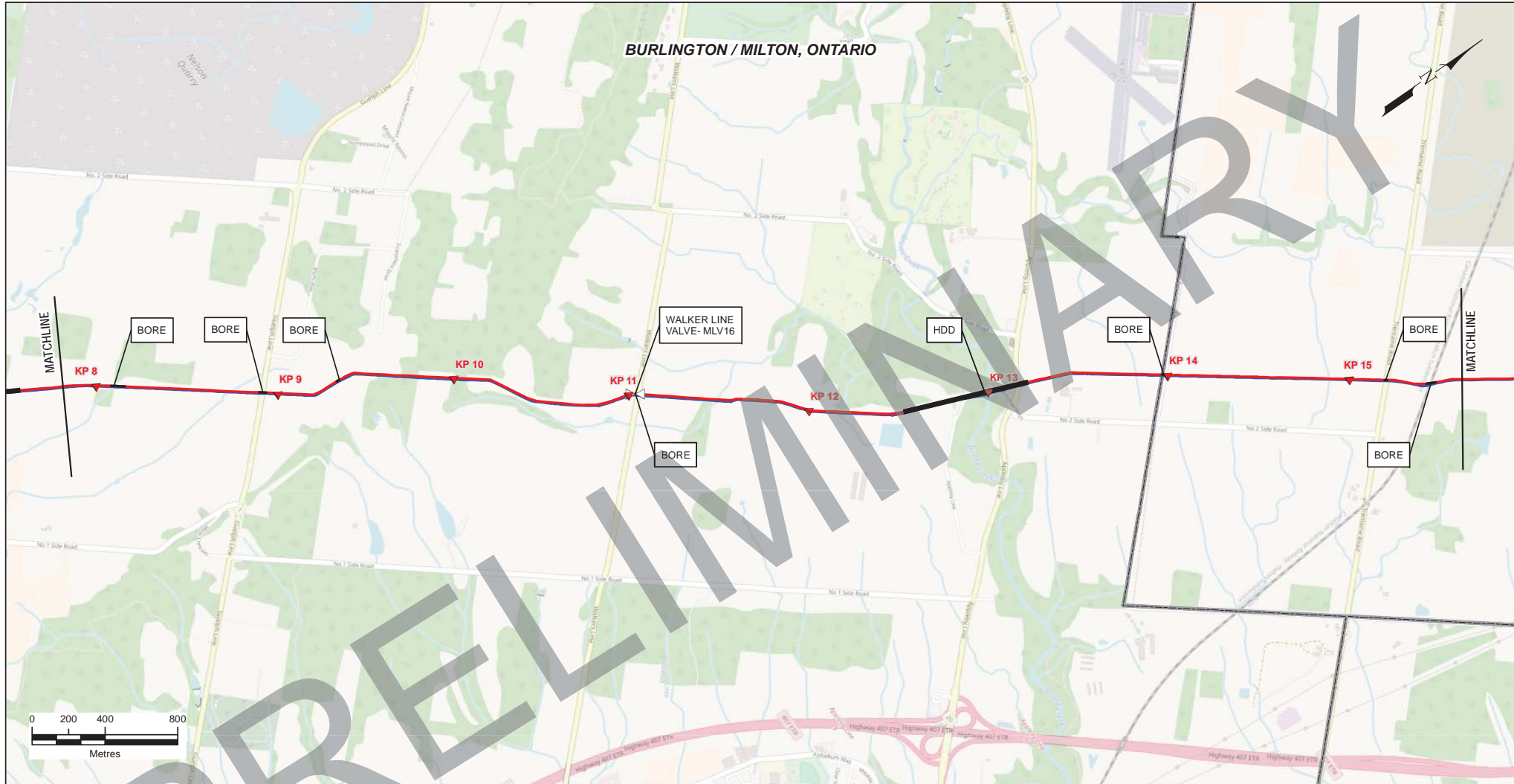


Imperial's Waterdown to Finch Project location

City of Burlington



*Please note: in this area the new line will be in close vicinity to the existing pipeline route.



LEGEND

KILOMETRE MARKER	PROPOSED PIPELINE
VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
BORE	
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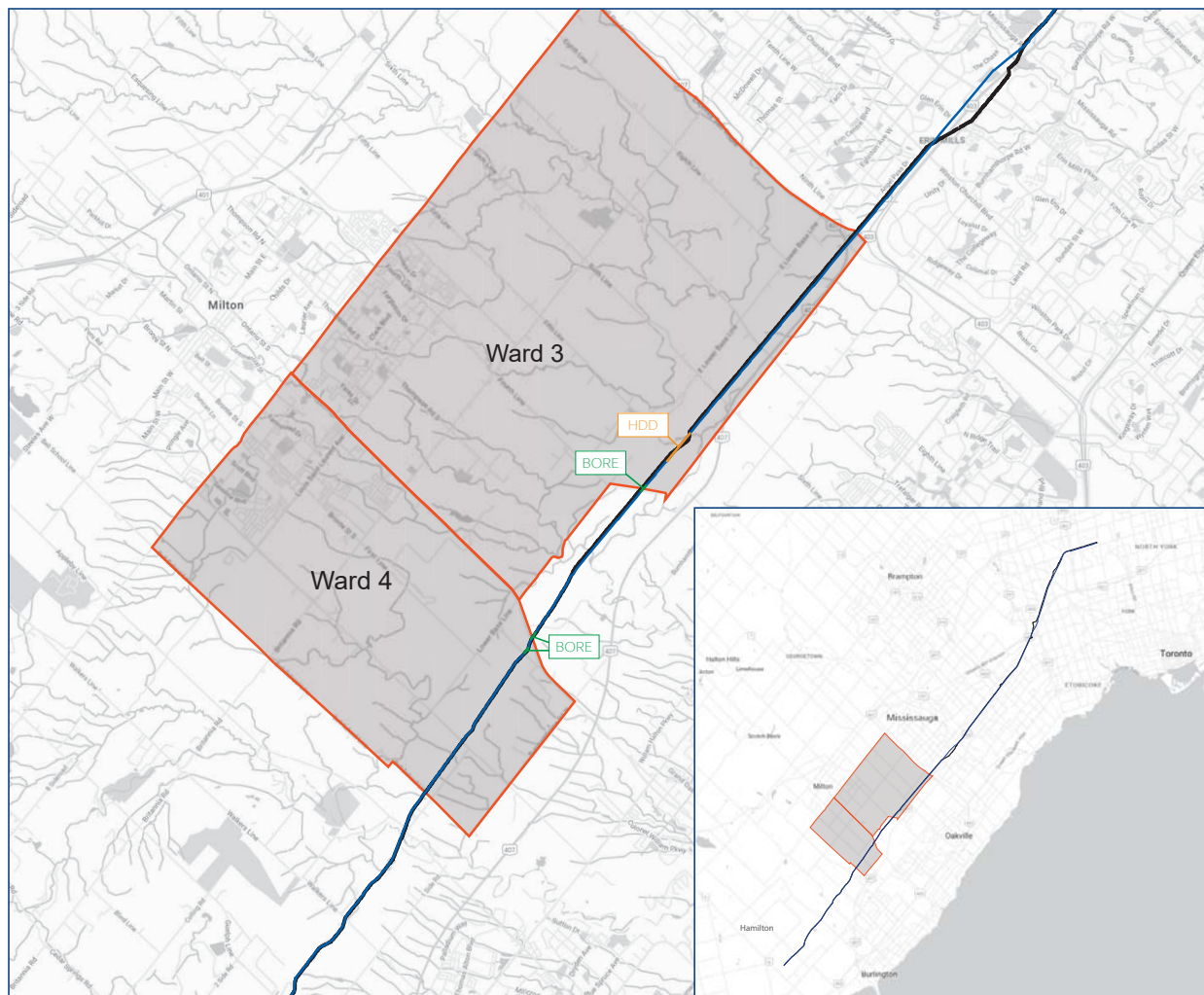
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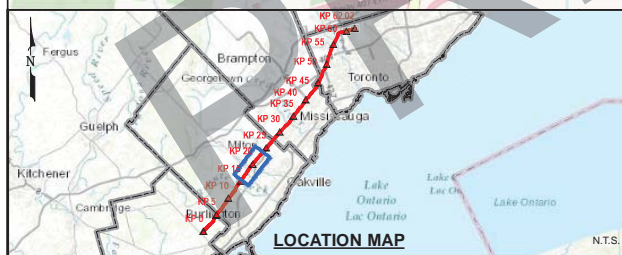
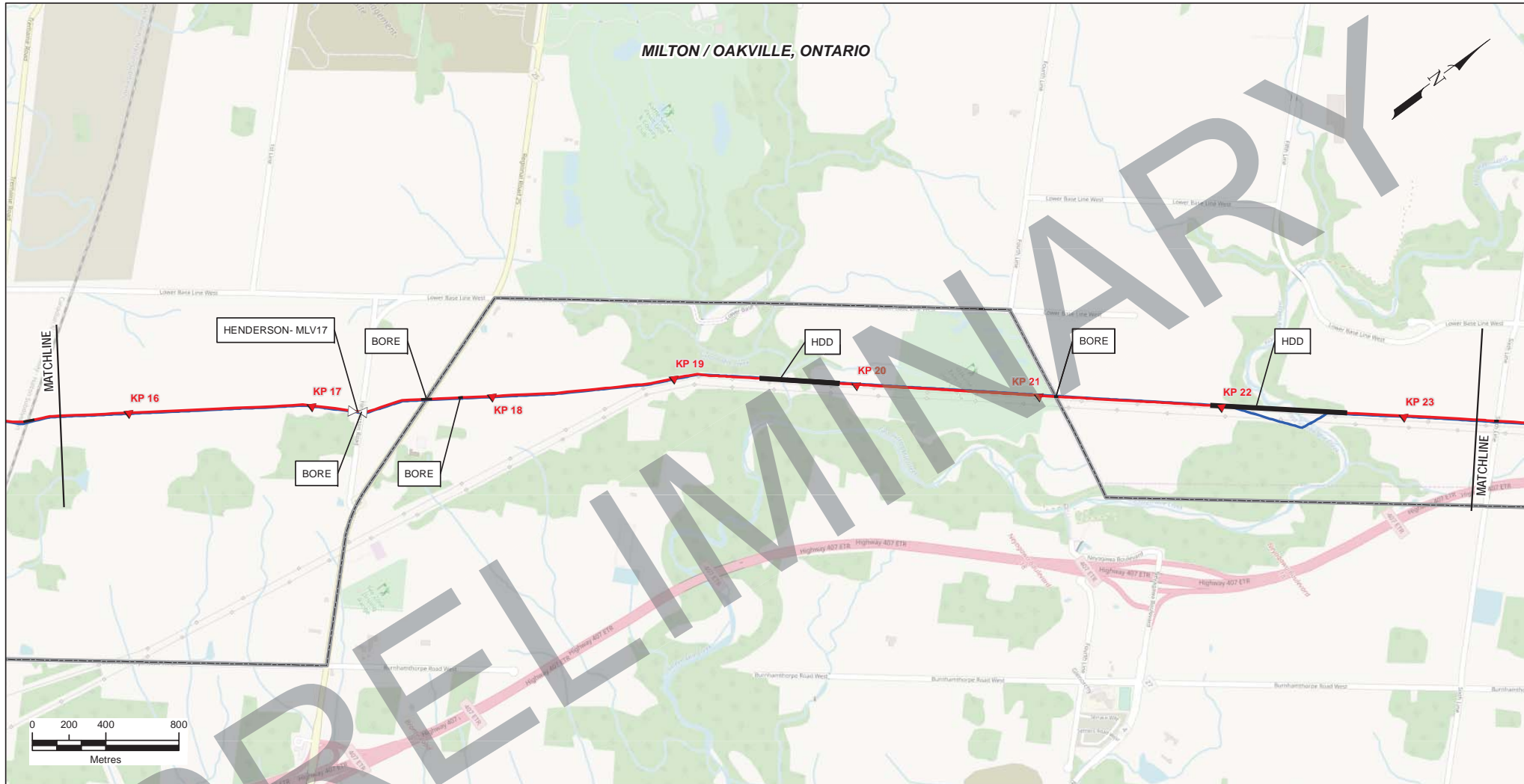
Imperial's Waterdown to Finch Project location

Town of Milton



— Imperial's Proposed Pipeline — Imperial's Existing Pipeline

*Please note: in this area the new line will be in close vicinity to the existing pipeline route.



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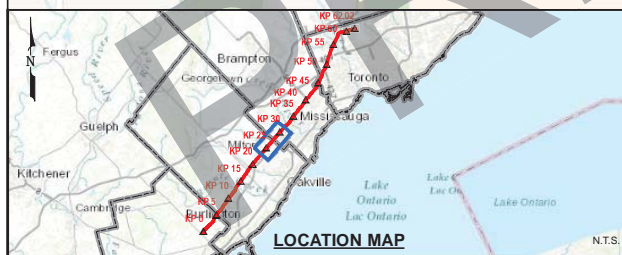
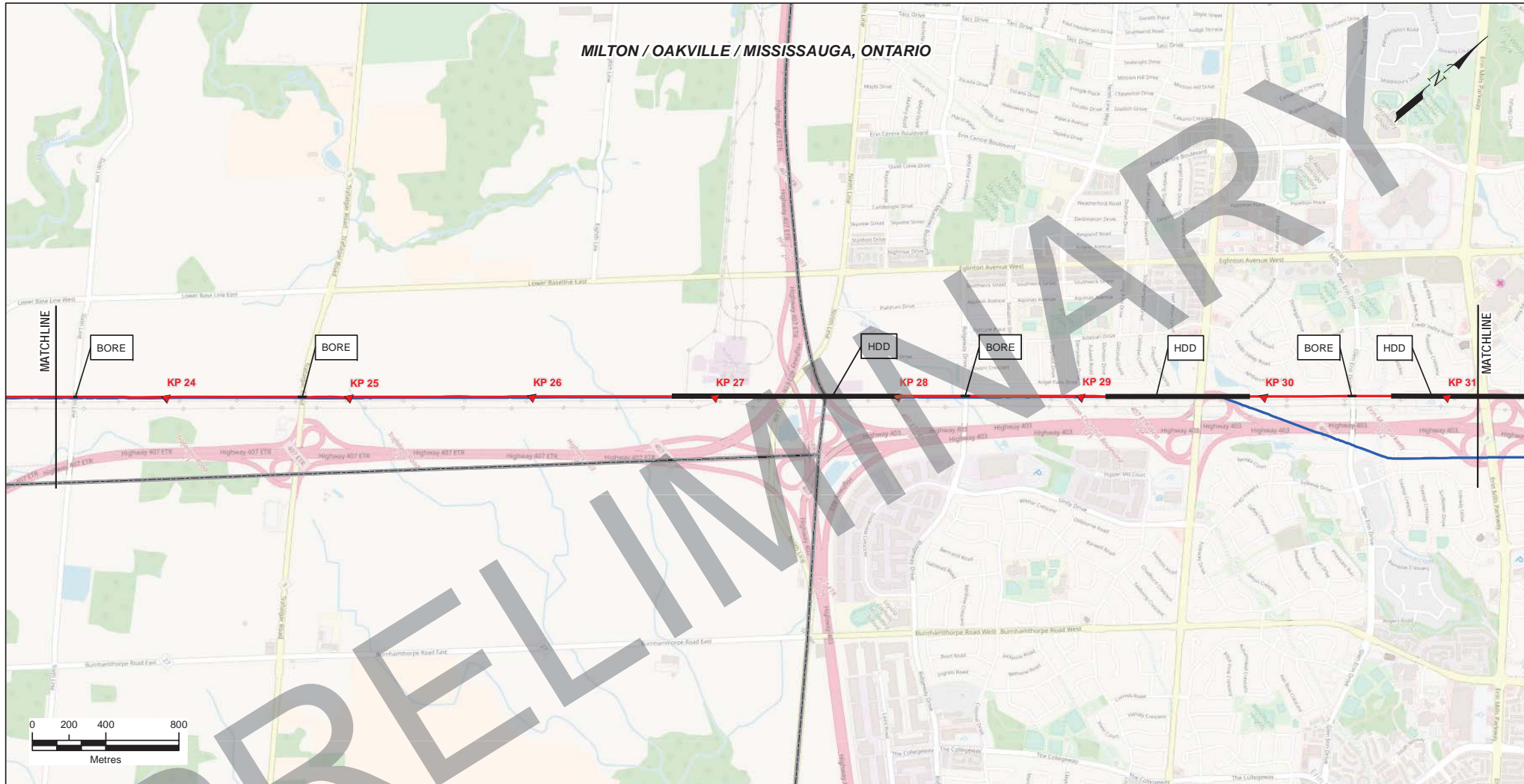
KILOMETRE MARKER	PROPOSED PIPELINE
VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
BORE	
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WATERDOWN TO FINCH (NPS 12) OVERVIEW ROUTE MAP (1:20,000)		
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LEGEND

KILOMETRE MARKER	PROPOSED PIPELINE
VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
BORE	
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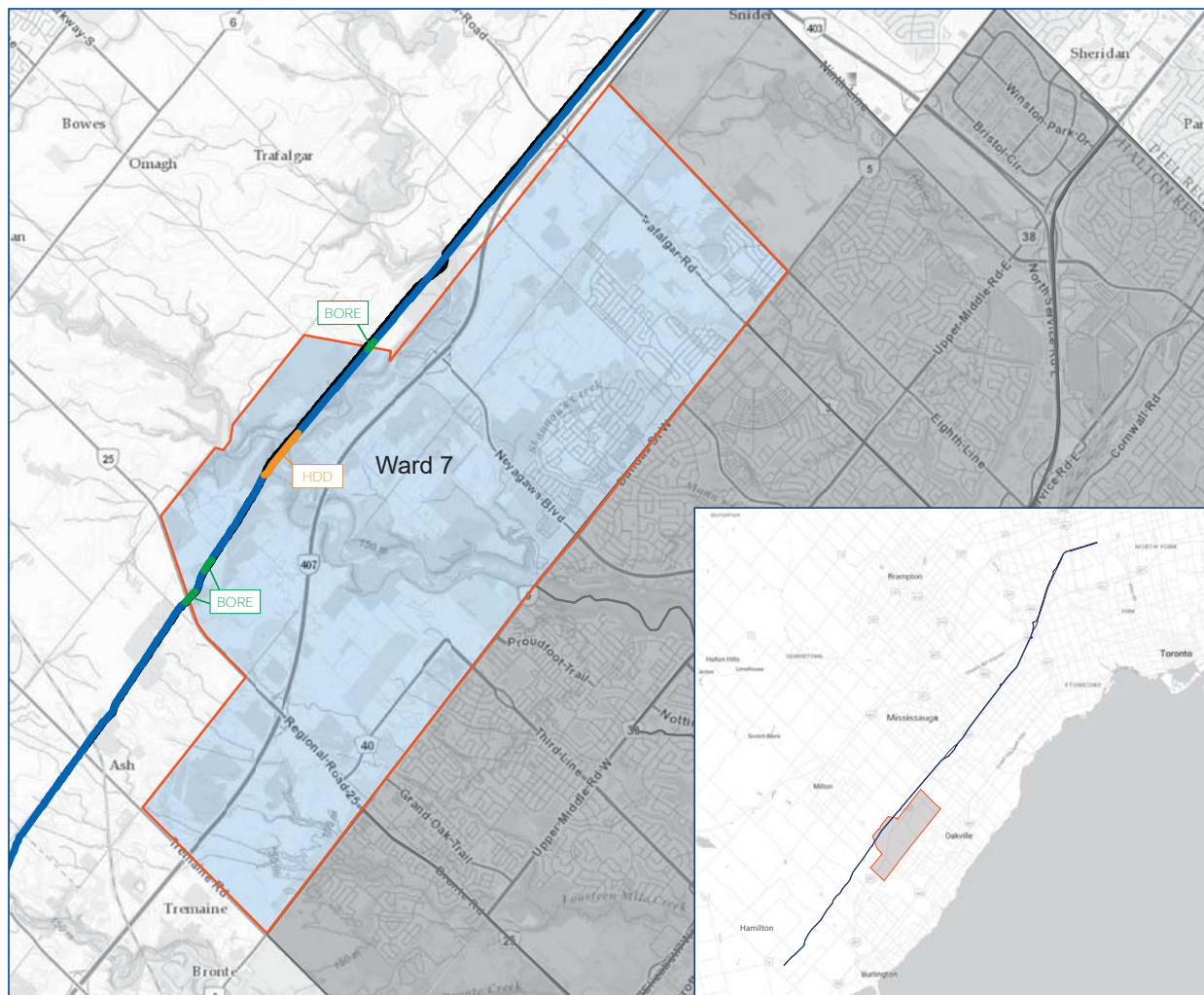
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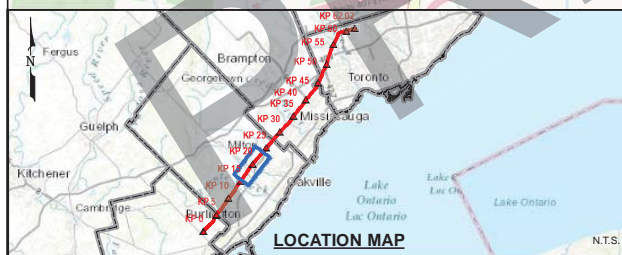
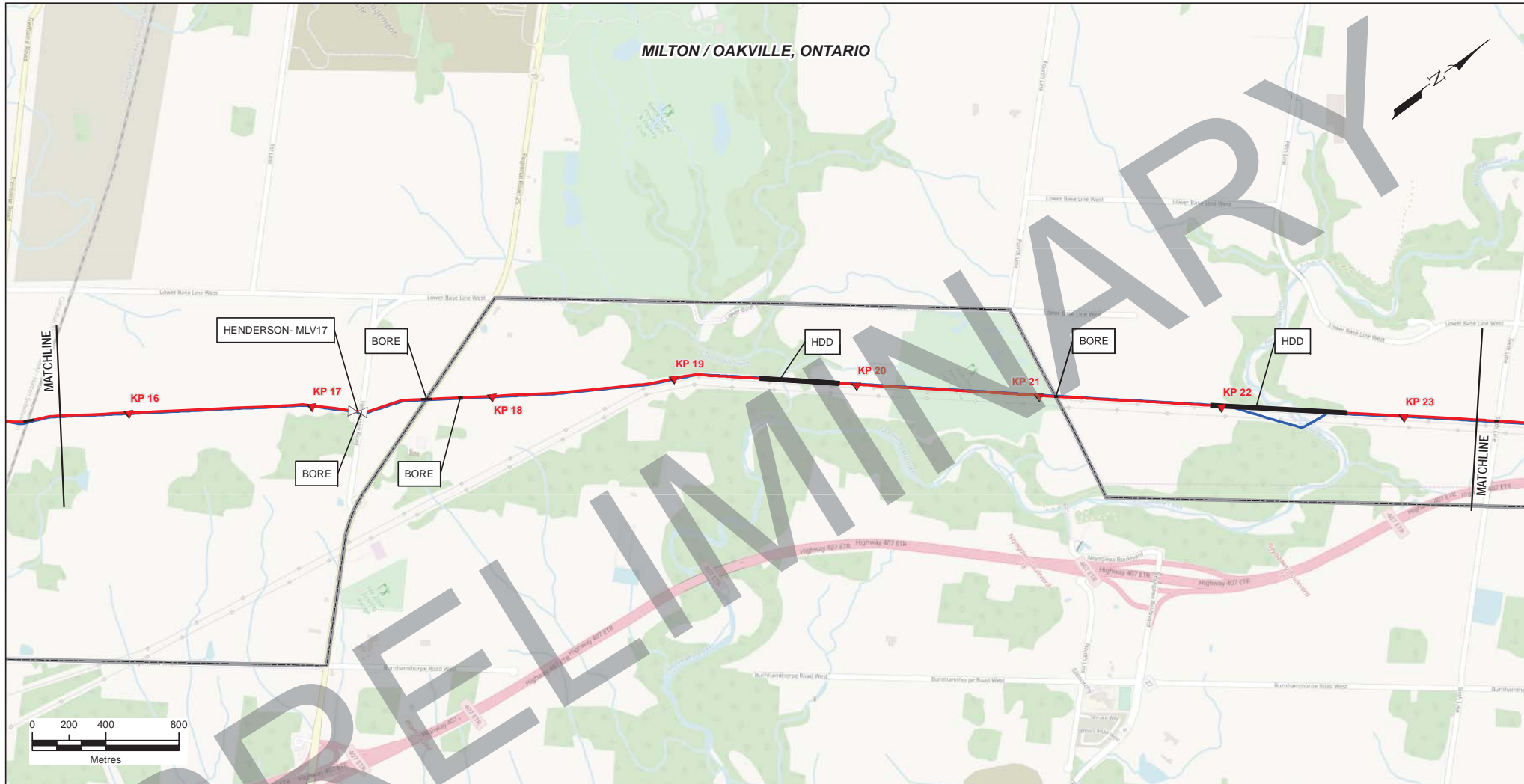
Imperial's Waterdown to Finch Project location

Town of Oakville



— Imperial's Proposed Pipeline — Imperial's Existing Pipeline

*Please note: in this area the new line will be in close vicinity to the existing pipeline route.



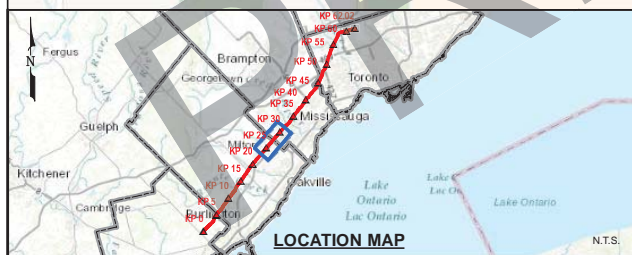
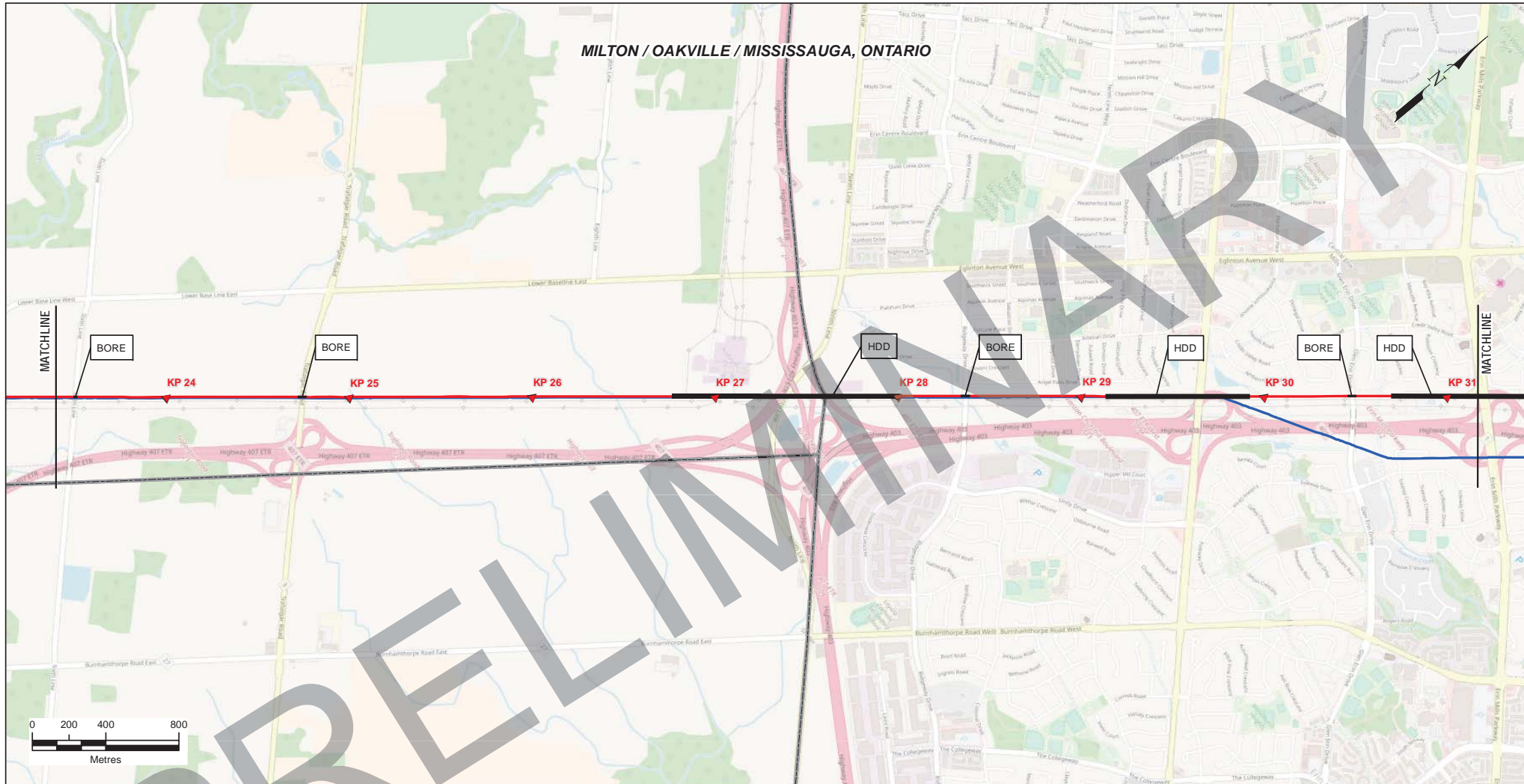
LEGEND

KILOMETRE MARKER	PROPOSED PIPELINE
VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
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LEGEND

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VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
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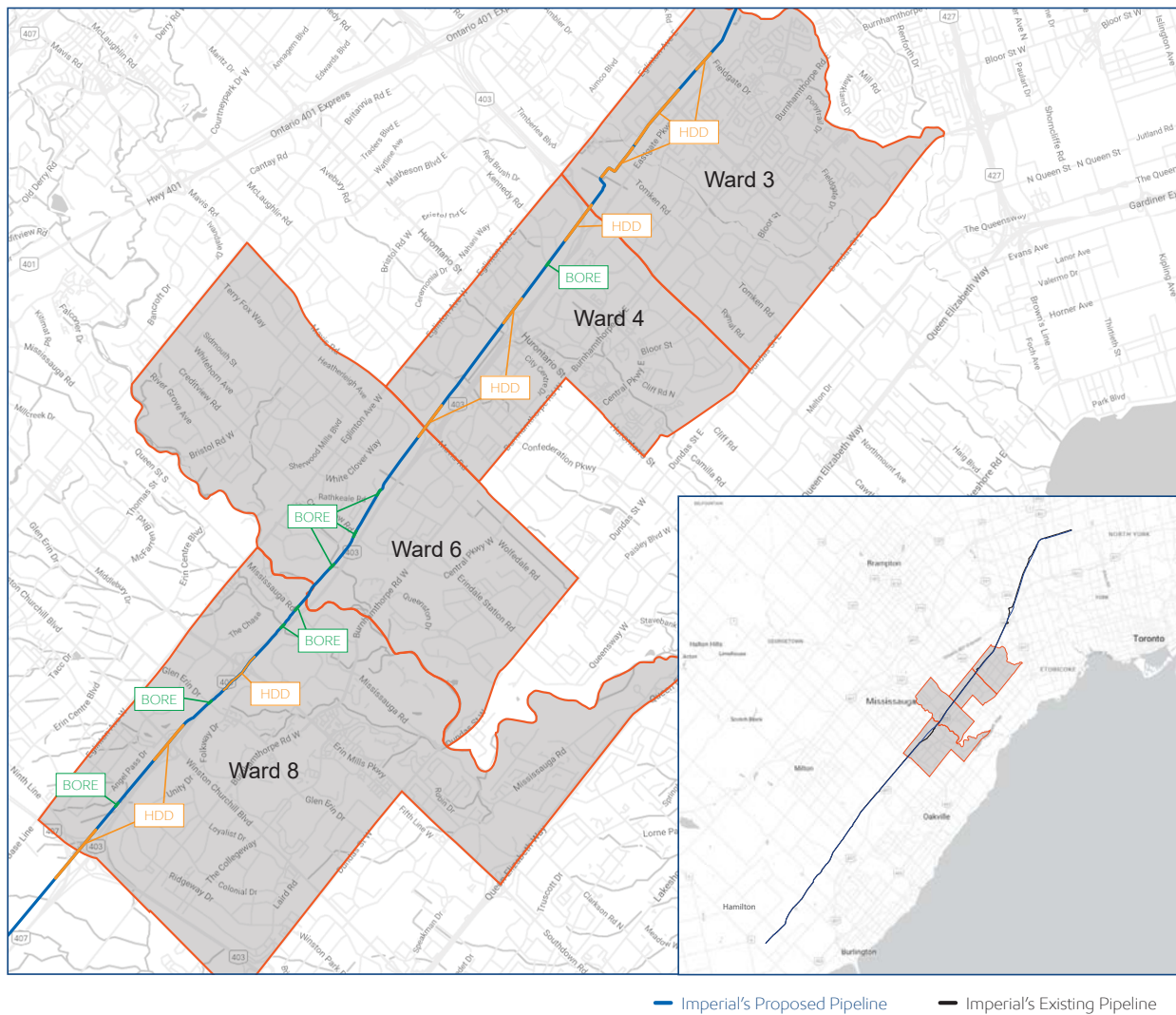
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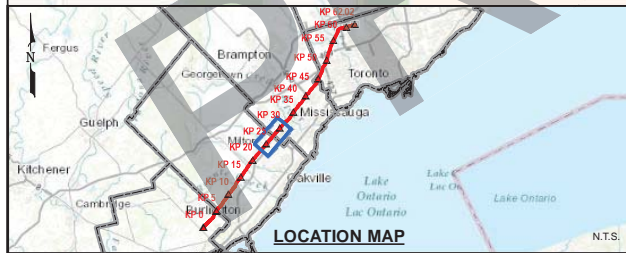
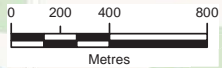
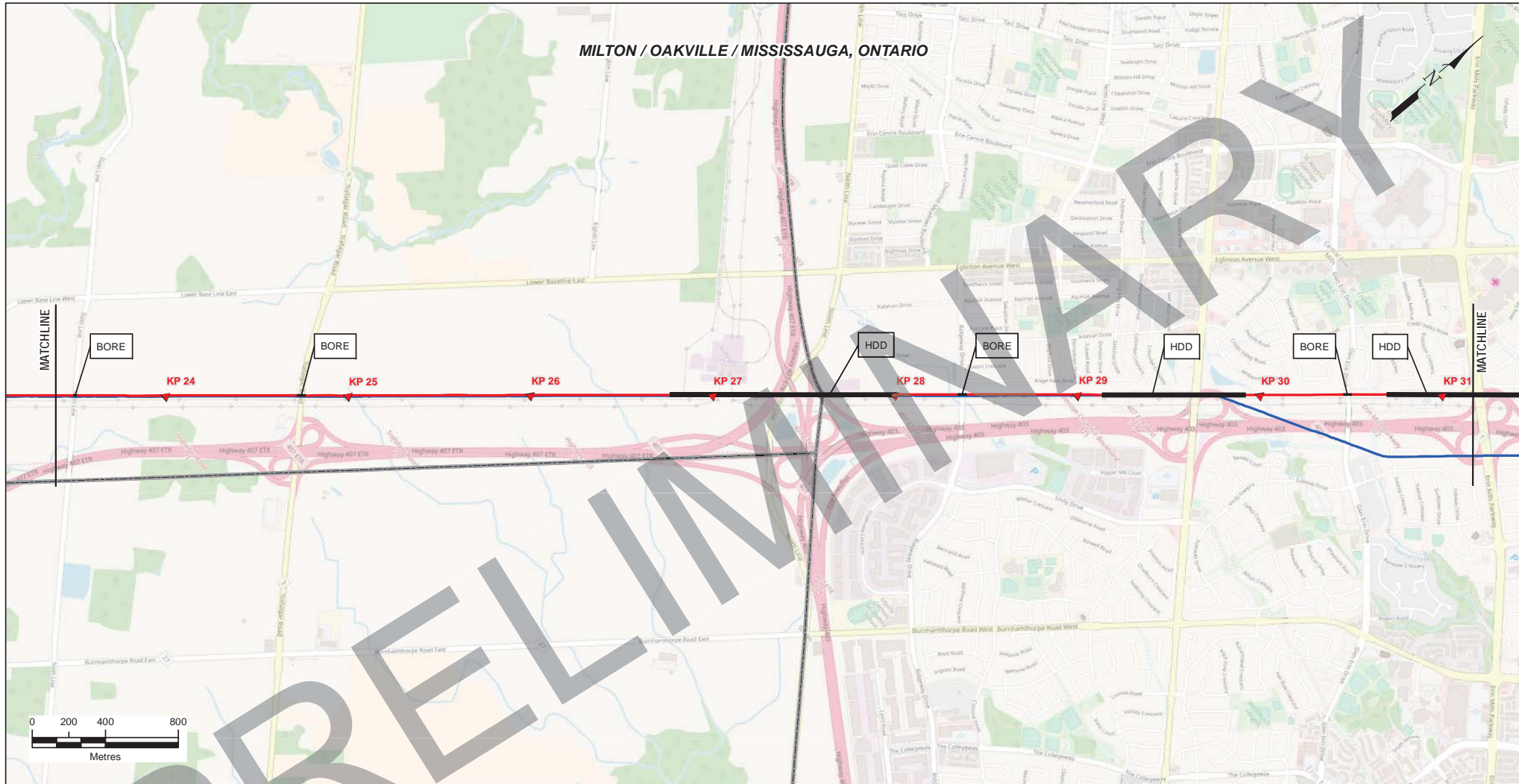


Imperial's Waterdown to Finch Project location

City of Mississauga



*Please note: in this area the new line will be in close vicinity to the existing pipeline route.



LEGEND

- KILOMETRE MARKER
- VALVE
- LAUNCHER / RECEIVER
- BORE
- HDD
- PROPOSED PIPELINE
- EXISTING WATERDOWN-FINCH PIPELINE
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LEGEND

- ▲ KILOMETRE MARKER
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- | LAUNCHER / RECEIVER
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- PROPOSED PIPELINE
- EXISTING WATERDOWN-FINCH PIPELINE
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Imperial

**WATERDOWN TO FINCH (NPS 12)
 OVERVIEW ROUTE MAP (1:20,000)**

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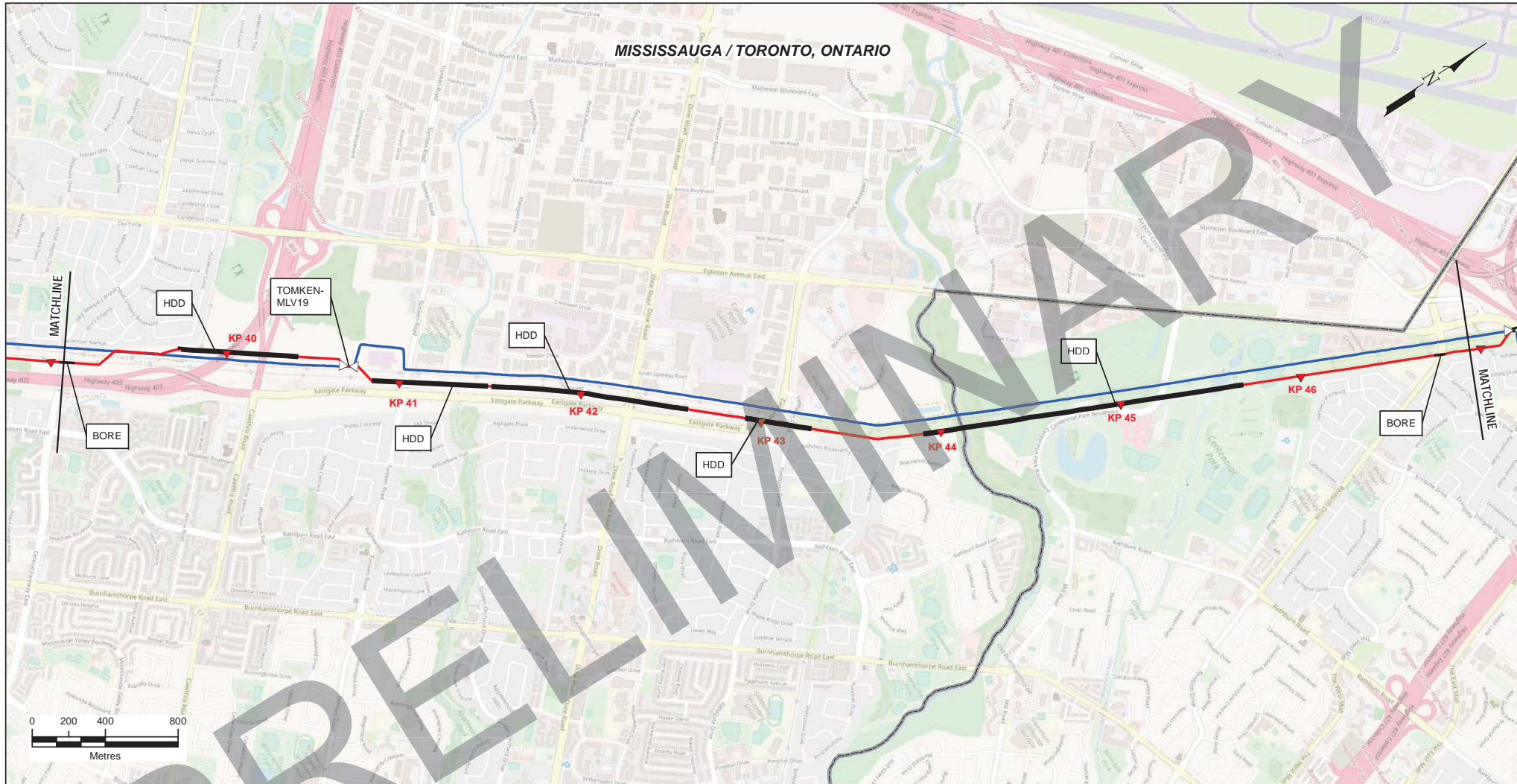


Imperial's Waterdown to Finch Project location

City of Toronto



— Imperial's Proposed Pipeline — Imperial's Existing Pipeline



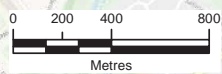
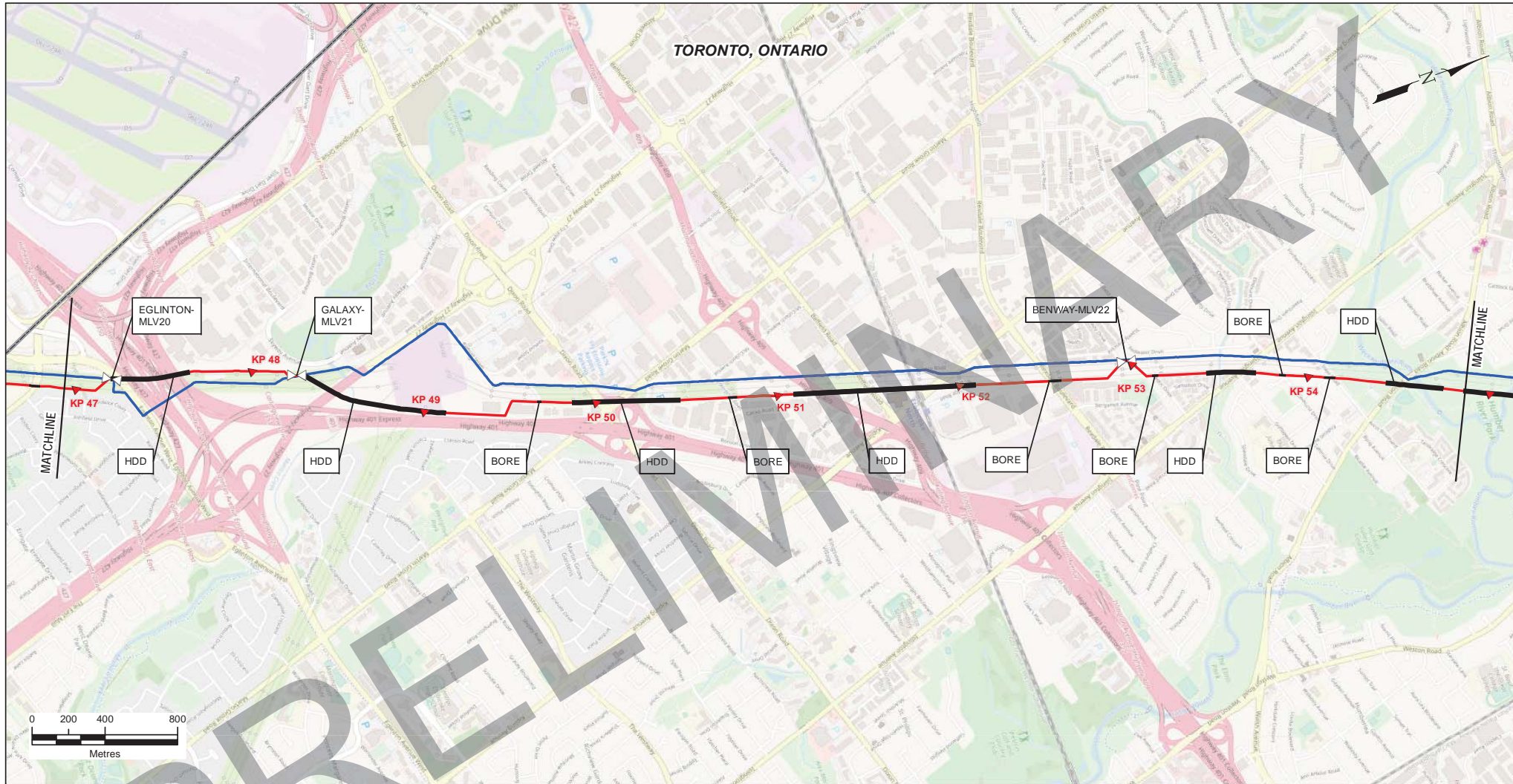
LEGEND

KILOMETRE MARKER	PROPOSED PIPELINE
VALVE	EXISTING WATERDOWN-FINCH PIPELINE
LAUNCHER / RECEIVER	MUNICIPALITY
BORE	
HDD	

THIS MAP IS FOR INFORMATION PURPOSES. DISTANCES IN THIS MAP ARE APPROXIMATIONS ONLY AND SHOULD NOT BE USED FOR AUTHORITATIVE DEFINITION OF LEGAL BOUNDARY OR PROPERTY TITLE.

NO	REVISION	DATE	APPR	
2	ISSUE FOR USE	09/20/2018	JAW	
1	ISSUE FOR USE	09/18/2018	JAW	
0	ISSUE FOR USE	09/12/2018	JAW	
SCALE	DATE	DRAWN	CHECKED	APPROVED
1 cm = 200 m	08/10/2018	DMN	MPB	JAW

WATERDOWN TO FINCH (NPS 12) OVERVIEW ROUTE MAP (1:20,000)		
PROJ. NO.	DRAWING NUMBER	SHEET
24255	ONT-WF-SPPL-UP-DK-0040	8 OF 10



LEGEND

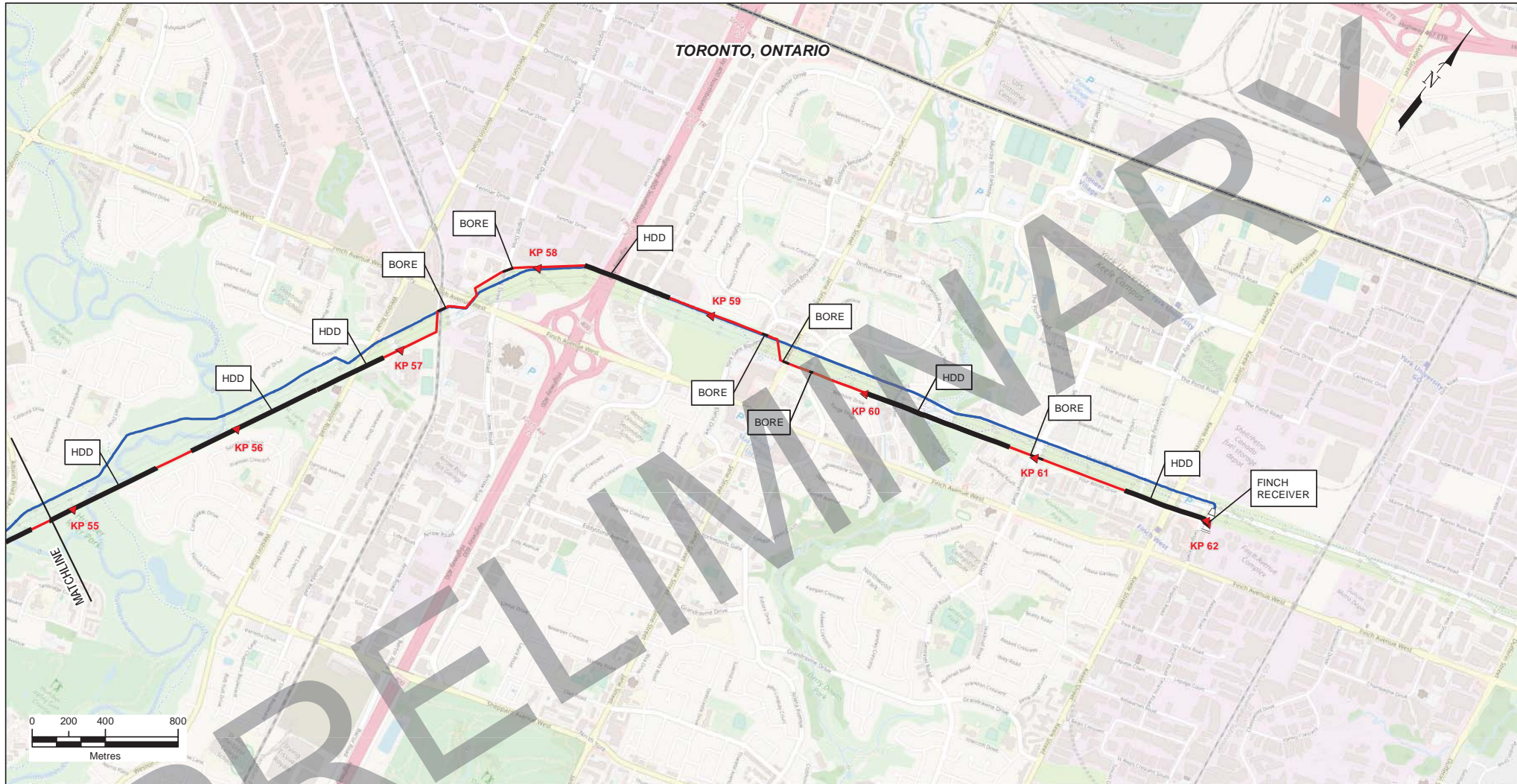
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LEGEND

- ▲ KILOMETRE MARKER
- X VALVE
- | LAUNCHER / RECEIVER
- BORE
- HDD
- PROPOSED PIPELINE
- EXISTING WATERDOWN-FINCH PIPELINE
- MUNICIPALITY

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Imperial's Sarnia Products Pipeline

Waterdown to Finch Project Community Information Session



Imperial's Waterdown to Finch Project

Important infrastructure to the Greater Toronto and Hamilton Area (GTHA).

Imperial's Sarnia Products Pipeline is important to people, businesses and community organizations in the GTHA. It carries a variety of fuels, including:



Jet fuel used at Toronto Pearson International Airport



Gasoline and diesel fuel that keeps people, goods and services moving throughout the region

Safety and reliability: pipeline replacement from Waterdown to Finch



Replacement of approximately 63 kilometres of the line with new pipe



Supports continued safe and reliable pipeline operations



Proactive engagement with landowners, communities and Indigenous groups



Collaboration with governments and regulators to ensure the highest standards of environmental safety



Waterdown to Finch Project location

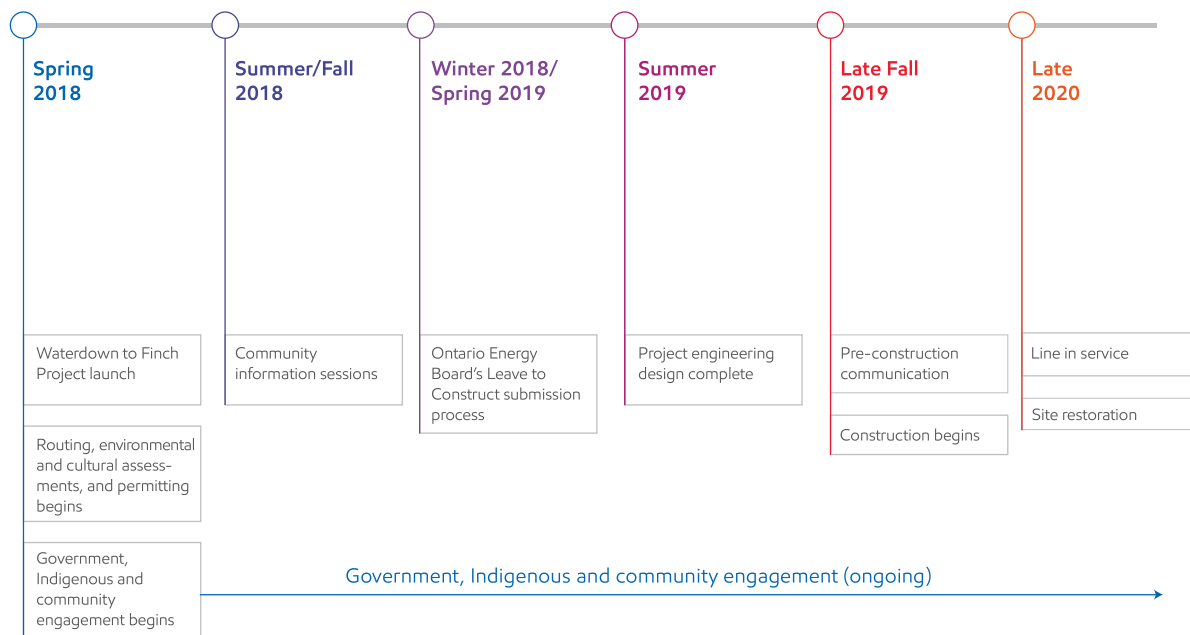
Most replacement work will take place in the existing corridor. Imperial respects all landowners' property and will seek to minimize disruptions at all project phases



— Imperial's Proposed Pipeline — Imperial's Existing Pipeline

Project timeline

Environmental and cultural assessments commenced in the spring of 2018. Subject to provincial regulatory reviews and receiving all permits, Imperial expects to start construction in 2019.



*Timeline is subject to regulatory and permitting approvals.

Land, regulatory and permitting approvals

Imperial will require regulatory approvals, permits or project information sharing from the following entities:

Federal

- Environment and Climate Change Canada
- Fisheries and Oceans Canada
- Transport Canada

Provincial

- Infrastructure Ontario
- Niagara Escarpment Commission
- Ontario Energy Board, and the Ontario Pipeline Coordinating Committee
- Ontario Ministry of Agriculture, Food and Rural Affairs
- Ontario Ministry of the Environment, Conservation and Parks
- Ontario Ministry of Indigenous Affairs
- Ontario Ministry of Natural Resources and Forestry
- Ontario Ministry of Tourism, Culture and Sport
- Ontario Ministry of Transportation

Conservation Authorities

- Conservation Halton
- Credit Valley Conservation Authority
- Hamilton Conservation Authority
- Toronto and Region Conservation Authority

Municipalities/Regions

- City of Burlington
- City of Hamilton
- City of Mississauga
- City of Toronto
- Region of Halton
- Region of Peel
- Town of Milton
- Town of Oakville

Other

- Technical Standards and Safety Authority



Committed to community engagement and transparency

We appreciate the patience of our neighbours, Indigenous groups and other community members as we work to enhance the long-term safety and reliability of our existing operations.

We are committed to meaningful engagement throughout the Project with:

- Residents and project neighbours
- Indigenous groups
- Local governments and elected officials
- Permitting authorities

Community members have several ways to receive information and ask questions:



imperialoil.ca/waterdowntofinch



416.586.1915



questions@imperialon.ca



Community information sessions
in the summer and fall of 2018



Construction notices to
landowners and adjacent
landowners will be delivered a
minimum of two weeks before
activity begins



Ongoing information sharing with
community leaders

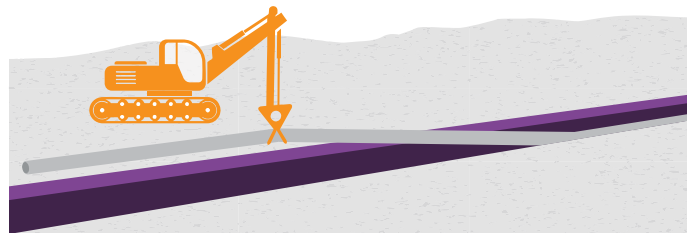
Minimizing construction impacts

Based on the engineering and environmental surveys, Imperial will perform one of two construction techniques:

1. Open cut construction

The fastest method of pipeline installation.

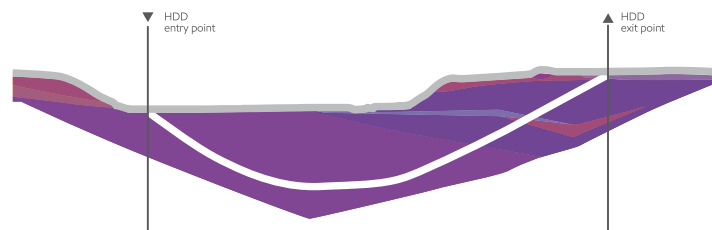
- Lay and bend the pipe to match contours of the land
- Weld, test and inspect the pipe
- Lower pipe into the trench and cover it for protection



2. Trenchless technology

A horizontal directional drill (HDD) is a method of installing underground pipe using a drilling rig at the surface level. It is best used at sensitive areas, or in dense residential or commercial areas.

- Drill a hole along a designed directional path
- Enlarge the pilot hole to a diameter suitable for installation of the pipeline
- Pull the pipeline back into the enlarged hole



Imperial's contributions to Ontario

As an integrated energy company, we explore for, produce, refine and market products essential to society. Some highlights of Imperial's economic footprint in Ontario include:



Founded in Ontario



130 years of providing Ontarians with reliable and affordable products



1,200 employees and 3,500 contractors employed daily in Ontario



\$750 million in capital investments at two refineries in Sarnia and Nanticoke for environmental improvements, energy conservation programs, clean fuel facilities and infrastructure improvements



Supporting education and training programs that develop our skilled workforce of the future



\$300 million in research and development invested in Ontario over the past decade

Imperial's ongoing contributions to Ontario:



Source: Business Council of Canada 2016 Total Tax Contribution Survey.

Indigenous collaboration

Imperial maintains an ongoing dialogue with Indigenous leaders, community members and their representatives by:

- Ensuring timely discussions when activities have the potential to impact communities
- Respecting traditional and treaty rights, practices, decision-making processes, cultural activities and language
- Supporting the identification of specific impacts on traditional uses and rights in order to mitigate effects
- Treating all parties fairly
- Respecting the Crown's duty to consult





Our proactive protection and preventative maintenance program

Imperial's safety performance is among the best in the Canadian energy industry. We attribute our record of safe and reliable operations to our preventative maintenance and proactive pipeline inspection programs.



PIPELINE PROTECTION MEASURES

Cathodic protection along protected steel pipe to safeguard against external corrosion

Automated valves shut off in case of unexpected pressure drop, or are controlled remotely by an operations centre



FOCUSED ON SAFETY

Monitoring 24 hours a day, 365 days a year. This includes weekly aerial patrols along the pipeline's path

Annual emergency response drills, and two highly trained and resourced emergency response teams based in southern Ontario



INNOVATIVE TECHNOLOGIES AND MAINTENANCE

Specialized tools such as SmartBalls and Smart Pigs confirm both internal and external characteristics of the pipeline to identify repairs

Ongoing maintenance work or integrity digs help to facilitate continued safe pipeline operations



Safe pipeline deactivation

Imperial will safely deactivate the current pipeline, which will cause the least disturbance to the local environment and minimize our construction footprint.

Imperial deactivates pipeline segments in accordance with industry best practices (Canadian Standards Association's Oil and Gas Pipeline Systems Code) and provincial regulations (*Technical Standards and Safety Act*).

Pipeline deactivation process



1. Remove the product from the pipeline using specialty cleaning instruments and products



2. Disconnect the existing pipeline



3. Fill the disconnected pipeline with nitrogen (like what we put in our car tires) to maintain pipeline pressure



4. Visual inspections to continue monitoring the deactivated pipeline

Imperial is responsible for paying for the maintenance and monitoring of the deactivated pipeline.

Environmental planning process

Imperial is conducting a comprehensive planning process to evaluate pipeline routing, describe the existing natural and social environment, assess potential environmental effects, and outline safety and proposed mitigation measures.



Wildlife and Fisheries

Conduct bird, bat, reptile and amphibian surveys along pipeline route. Perform habitat assessments at fish bearing watercourses



Archaeology

Determine potential for archaeological and cultural heritage resources within the study area



Vegetation and Wetlands

Complete a botanical inventory, to identify potential at-risk species. Prepare constraint mapping to delineate natural areas and wetlands



Geotechnical Investigation

Prior to geotechnical drilling, identify utility lines to prevent risk of excavation damage to underground infrastructure



Results from this process will be filed with the Ontario Energy Board as part of Imperial's leave to construction application in 2019.

Imperial's Sarnia Products Pipeline

Waterdown to Finch Project Community Information Session



Imperial's Waterdown to Finch Project

Important infrastructure to the Greater Toronto and Hamilton Area (GTHA).

Imperial's Sarnia Products Pipeline is important to people, businesses and community organizations in the GTHA. It carries a variety of fuels, including:

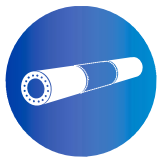


Jet fuel used at Toronto Pearson International Airport



Gasoline and diesel fuel that keeps people, goods and services moving throughout the region

Safety and reliability: pipeline replacement from Waterdown to Finch



Involves the replacement of the existing 12-inch pipeline with a new 12-inch pipeline



Supports continued safe and reliable pipeline operations



Proactive engagement with landowners, communities and Indigenous groups



Collaboration with governments and regulators to ensure the highest standards of environmental safety

Focused on safety

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Cathodic protection along protected steel pipe to safeguard against external corrosion

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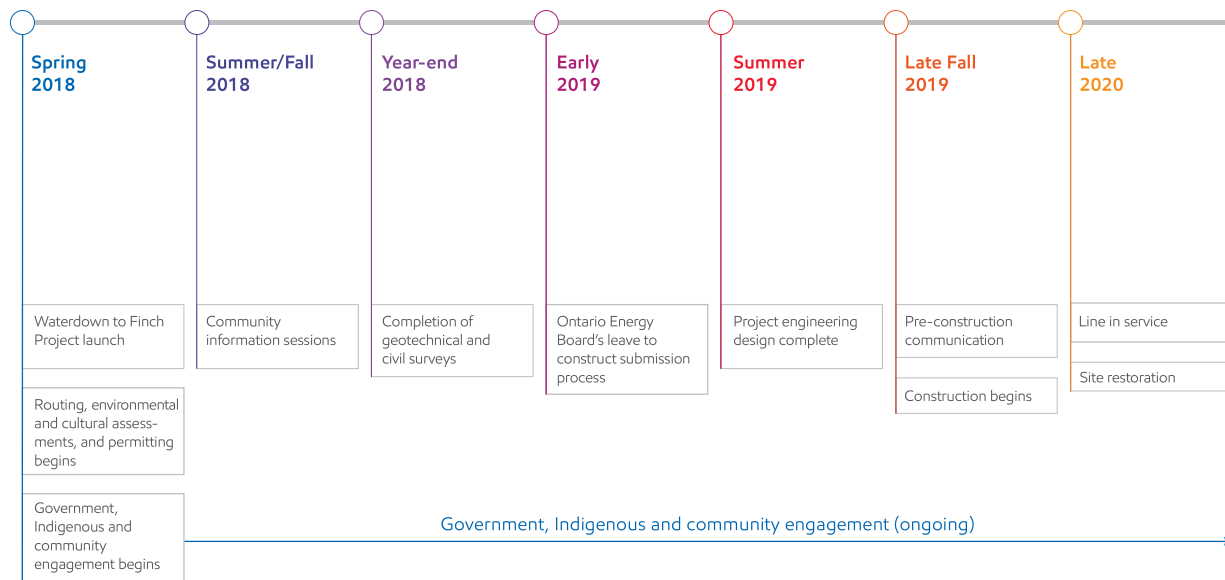
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Ongoing maintenance work or integrity digs help to facilitate continued safe pipeline operations



Project timeline

Environmental and cultural assessments commenced in the spring of 2018. Subject to provincial regulatory reviews and receiving all permits, Imperial expects to start construction in 2019.



*Timeline is subject to regulatory and permitting approvals.

Land, regulatory and permitting approvals

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- Ontario Ministry of Transportation

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- Toronto and Region Conservation Authority

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- City of Hamilton
- City of Mississauga
- City of Toronto
- Region of Halton
- Region of Peel
- Town of Milton
- Town of Oakville

Other

- Technical Standards and Safety Authority



Leave to construct process

Imperial will submit a leave to construct application to the province's energy regulator, the Ontario Energy Board (OEB). This process includes a thorough assessment of the Project's environmental attributes and engagement with landowners, communities and Indigenous groups.

Below is an overview of the process:



Imperial's contributions to Ontario

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Founded in Ontario



More than 130 years of providing Ontarians with reliable and affordable products



1,200 employees and 3,500 contractors employed daily in Ontario



\$750 million in capital investments in Sarnia and Nanticoke for environmental improvements, energy conservation programs, clean fuel facilities and infrastructure improvements



Supporting education and training programs that develop our skilled workforce of the future



\$300 million in research and development invested in Ontario over the past decade

Imperial's ongoing contributions to Ontario:



Source: Business Council of Canada 2016 Total Tax Contribution Survey.



Environmental planning: putting assessments into action

Imperial works to ensure the highest standards of environmental safety are observed every day. Imperial has conducted a comprehensive planning process to evaluate and assess potential environmental impacts and proposed mitigation measures. These include:



Fish habitat assessments

Outcome: Informed whether or not in-water work during construction will need to avoid the timing of sensitive fish life stages



Vegetation and wetland surveys

Outcome: Informed the presence of rare plants and wetlands which may need to be either avoided or environmental effects mitigated and/or compensated



Groundwater and surface water studies

Outcome: Identified existing conditions and water uses such as water wells and informed water management planning to avoid/reduce environmental effects on water quality and quantity



Informing Alternatives

Outcome: Regulatory, stakeholder and landowner engagement has influenced the current pipeline alignment and construction methods



The findings and mitigation actions will be included in Imperial's leave to construct application and posted online at imperialoil.ca/waterdowntofinch. You can also sign up for updates at questions@imperialon.ca

Archaeology and cultural heritage

Imperial is conducting archaeological and cultural heritage assessments along the pipeline route

We are also using historical maps and other tools to identify historical settlements like farmsteads and historic buildings. Imperial will minimize potential impacts to archaeological and cultural heritage resources by:

- Assessing the route for known and potential archaeological and cultural resources
- Deploying trenchless construction methods at river crossings with high archaeological potential to avoid impacts to known archaeological sites
- Engaging licensed archaeologists in the event previously unknown archaeological artifacts are observed during construction



What we've heard

Incorporating regulatory, stakeholder, community and landowner feedback



400+
Engagement records



20+
In-person community
information sessions



50+
Formal agency and permitting
body meetings held



1,500+
Landowners notifications

Protecting natural heritage

Conduct vegetation and wetlands, Species at Risk, and fish habitat field surveys.

Schedule construction outside of sensitive Species at Risk timing windows, where feasible.

Preserving known archaeological and cultural heritage resources

Avoid known archaeological sites and engage Indigenous community members on archaeological assessment planning and review.

Identifying route alternatives

Avoid electricity transmission infrastructure by re-routing new pipeline within the existing Hydro One utility right-of-way and using alternate construction methods such as boring and directional drilling techniques to avoid sensitive surface areas.

Conducting agricultural assessments

Complete an agricultural impact assessment and avoid/mitigate impacts to agricultural landowners.

Supporting emergency response preparedness

Work collaboratively with stakeholders to review emergency plan

Imperial collaborated with local emergency services and others in recent Emergency Response Exercise.

Engaging indigenous monitors

Work collaboratively with Indigenous field monitors on archaeological assessments and environmental field surveys.

Minimizing impacts to local transportation networks

Implement traffic control plans and mitigation measures to minimize traffic impacts

Impacts to paved roadways will be avoided by using trenchless construction methods where possible

Providing detailed maps and online resources

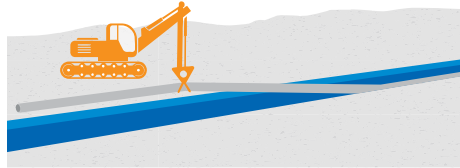
Facilitate a greater exchange of information about the Project

Imperial created an "online information session" with ongoing Project updates and detailed maps at imperialoil.ca/waterdowntofinch.

Produced interactive videos to address key public topics and questions/feedback received at July information sessions.

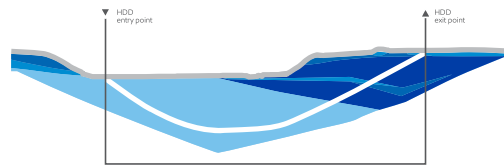
Construction methods

Based on engineering, archaeological and environmental surveys, Imperial will perform one of two construction techniques:



Open cut construction

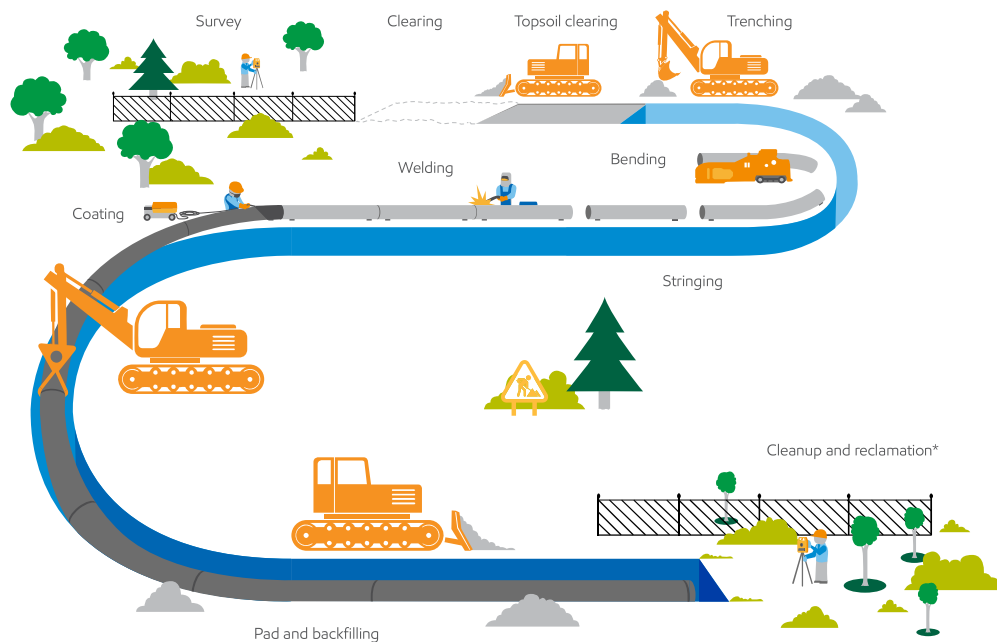
- The fastest method of pipeline installation
- Lay and bend the pipe to match contours of the land
- Weld, test and inspect the pipe
- Lower pipe into the trench and cover it for protection



Trenchless-horizontal directional drill (HDD)

- Pipeline installation using a drilling rig at the surface level—best used in sensitive areas and crossings or dense residential/commercial areas
- Drill a pilot hole along a designed directional path
- Enlarge the pilot hole to a diameter suitable for installation of the pipeline
- Pull the pipeline back into the enlarged hole

Construction process



*Cleanup and reclamation will include: soil replacement, seeding and tree planting.



Minimizing construction impacts

As the Project proceeds, Imperial will make every effort to limit our construction footprint in local communities through the following measures:



Hours of work involving continuous noise and heavy vibration will be limited to specific times



Construction teams will use pre-existing rights-of-way, such as utility corridors, where possible, for access



An onsite representative will be appointed to address questions and concerns about the Project during construction. Contact information will be provided to residents within the vicinity of the Project prior to the start of construction



Whenever possible, multi-passenger vehicles will be used to transport workers along the construction corridor. This will reduce traffic along the right-of-way and access roads as well as reduce noise and air emissions



Impacts to paved roadways will be avoided by using trenchless construction methods



Ongoing engagement with residents, businesses, and landowners about construction activities and timing, and coordinated access to properties



Imperial will continue to work closely with regulatory agencies, and comply with all environmental requirements

Safe pipeline deactivation

Imperial will safely deactivate the current pipeline, which will cause the least disturbance to the local environment and minimize our construction footprint.

Imperial deactivates pipeline segments in accordance with industry best practices (Canadian Standards Association's Oil and Gas Pipeline Systems Code) and provincial regulations (*Technical Standards and Safety Act*).

Pipeline deactivation process



1. Remove the product from the pipeline using specialty cleaning instruments and products



2. Disconnect the existing pipeline



3. Fill the disconnected pipeline with nitrogen (like what we put in our car tires) to maintain pipeline pressure



4. Visual inspections to continue monitoring the deactivated pipeline

Imperial is responsible for paying for the maintenance and monitoring of the deactivated pipeline.

Indigenous collaboration

Respect for the land, the environment, and the rights and cultures of Indigenous communities.

Imperial maintains an ongoing dialogue with Indigenous leaders, community members and their designated representatives by:

- Respecting traditional practices, decision-making processes, cultural activities and language
- Ensuring timely discussions when activities have the potential to impact the community
- Respecting the legal rights of Indigenous peoples as well as the Crown's duty to consult
- Treating all parties fairly
- Responding to comments and concerns in a timely manner

Incorporating traditional knowledge

Imperial works collaboratively with Indigenous field monitors on archaeological assessments and environmental field surveys. Through this effort we can help ensure the protection and preservation of archaeological and culturally significant areas. Imperial will continue to conduct archaeological assessments with communities and share findings.



Committed to community engagement and transparency

We appreciate the patience of our neighbours, Indigenous groups and other community members as we work to enhance the long-term safety and reliability of our existing operations.

We are committed to meaningful engagement throughout the Project with:

- Residents and Project neighbours
- Indigenous communities
- Local governments and elected officials
- Permitting authorities

Community members have several ways to receive information and ask questions:



imperialoil.ca/waterdowntofinch



416.586.1915



questions@imperialon.ca



Community information sessions
in the summer and fall of 2018

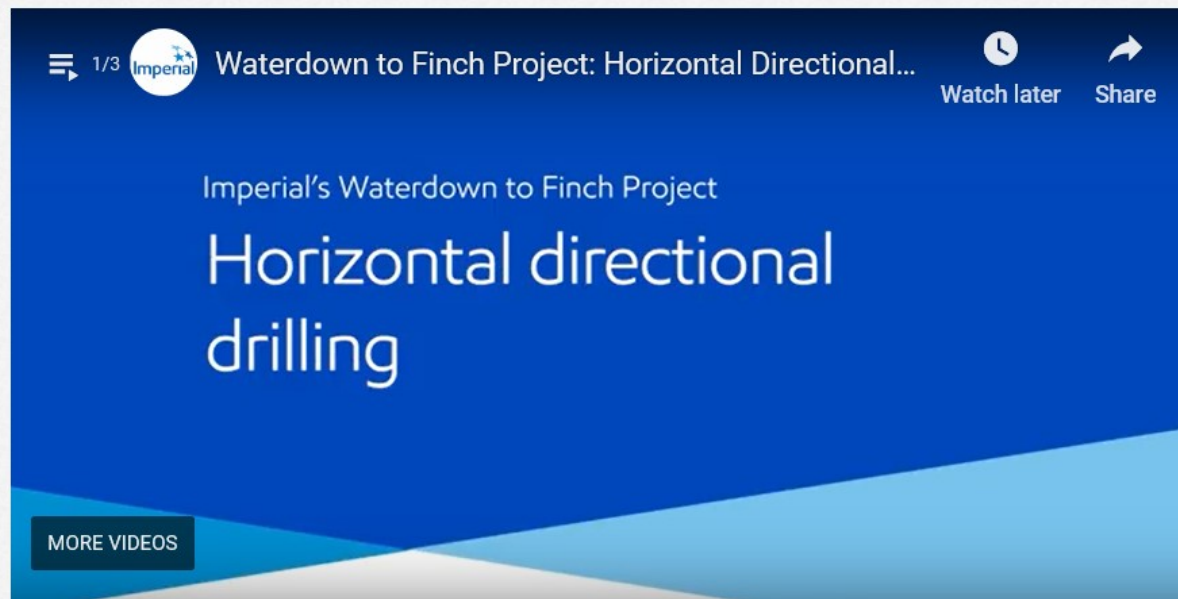


Construction notices to
landowners and adjacent
landowners will be delivered
a minimum of two weeks
before activity begins



Ongoing information sharing
with community leaders

Imperial builds safety and integrity into its pipelines from the outset of construction. Our pipeline projects have rigorous material, design and construction standards that comply with all applicable government and industry standards. Imperial is working closely with independent pipeline regulators and different levels of government to limit disturbance due to construction. To learn more about the construction techniques used in the Waterdown to Finch Project, such as open-cut construction and horizontal directional drilling (HDD) watch our video below.



While working to deliver the fuels and energy Canadians rely on every day, we aim to minimize our impact on the environment, local communities and Indigenous groups by routing pipelines around sensitive areas and adopting construction practices that decrease disruptions. This includes safely deactivating the current pipeline, which will cause the least disturbance to the local environment and minimize our construction footprint. To learn about the pipeline deactivation process, watch our video below.



Further detail about the construction methods and our approach to protecting the environment can be found in the Waterdown to Finch Project brochure or in our [information session poster boards](#).

Focused on safety

Imperial's safety performance is among the best in the Canadian energy industry. We attribute our record of safe and reliable operations to our preventative maintenance and proactive pipeline inspection programs. Learn how Imperial prepares for continued safe pipeline operations below.



Waterdown to Finch Project



Community Information Session

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. Imperial wants to share project details and answer questions at our upcoming community information sessions.

**Tuesday, July 24, 2018
5:00-7:30 PM**

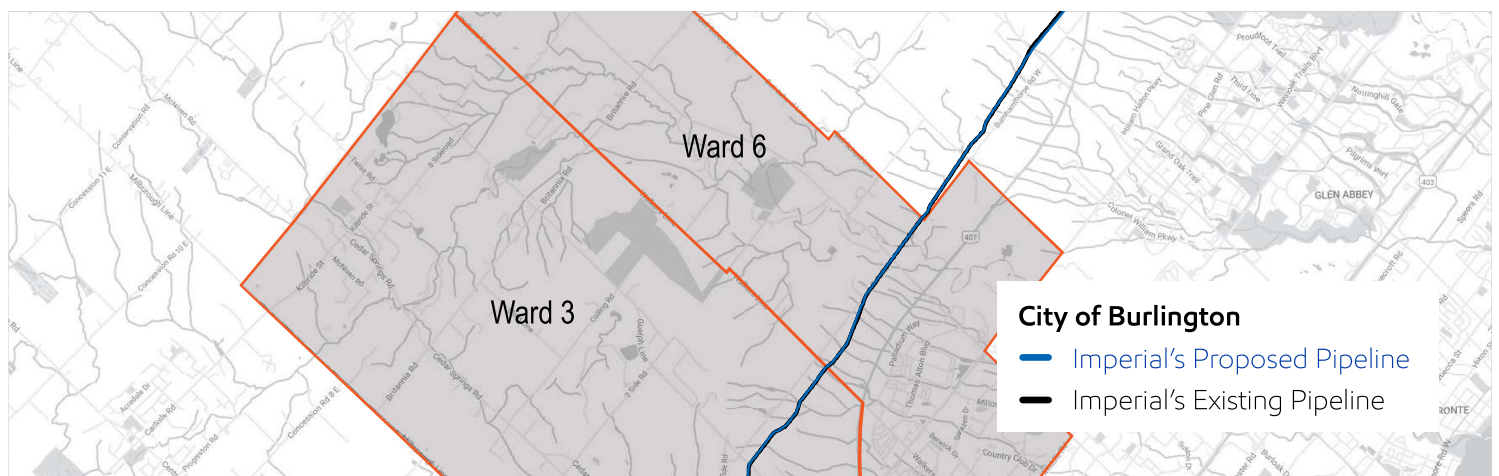
**Haber Community Centre
Haber Community Room 2
3040 Tim Dobbie Drive
Burlington, ON**

RSVP: Burlington@imperialon.ca

For further information or to review the notice of study, please visit:

imperialoil.ca/waterdowntofinch

You can also reach us at
416.586.1915

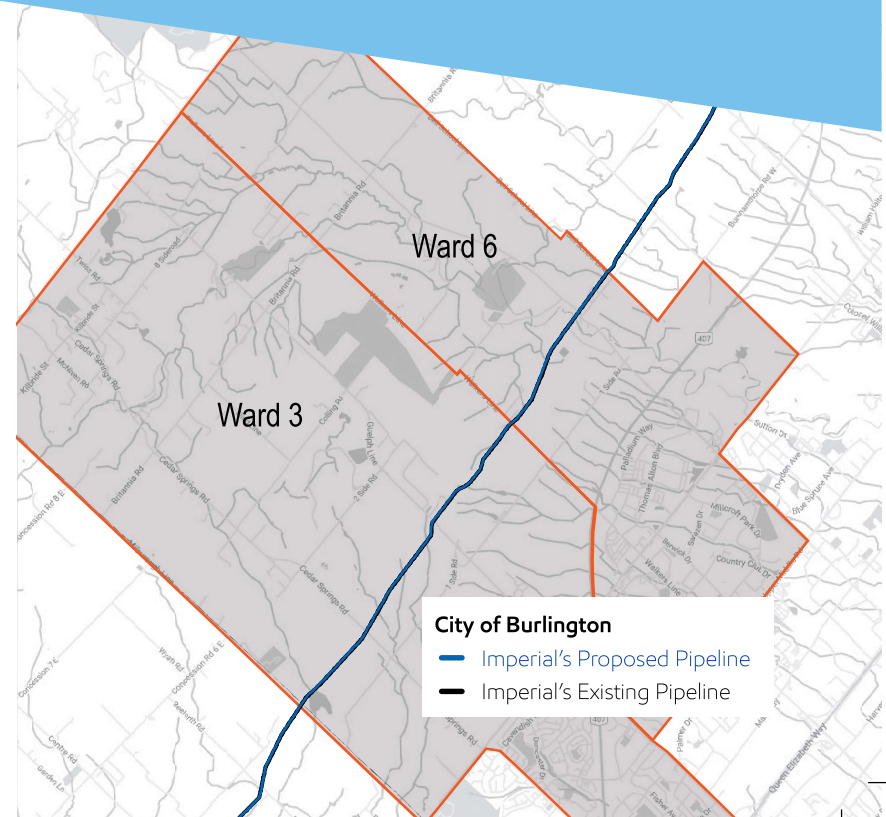


Waterdown to Finch Project



Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York. Imperial will replace the 12-inch pipeline with a 12-inch pipeline.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. In addition to working with the regulatory bodies and different levels of government on permitting, Imperial wants to share project details and answer questions at our community information sessions in the summer and fall of 2018.



Community Information Session

We look to our local community members and governments to have a discussion and provide feedback about Imperial's Waterdown to Finch Project, the proposed route and the environmental study. Join us:

Tuesday, July 24, 2018
5:00 - 7:30 PM

Haber Community Centre
Haber Community Room 2
3040 Tim Dobbie Drive, Burlington, ON

RSVP: Burlington@imperialon.ca

For further information or to review the notice of study, please visit:

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Imperial
100 5th Conc E Rr 1
Waterdown, ON
L8B 1K5





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NEWS

School's out for summer - and safety tips are in season

Halton high school and elementary students alike have officially put their notebooks and textbooks behind them and are off to begin summer break.

But amid the excitement, it's important for both students and parents to keep the following summer safety tips in mind over the next two months.

Limit sun exposure, especially during peak hours. Between 11 a.m. and 4 p.m. is when the sun is strongest each day. Residents should avoid excess sun exposure and make sure then when they are outside, they are wearing proper sunscreen and drinking plenty of fluids. Remember, if you require refuge from the heat, Halton's municipalities offer a number of cooling centres.

Riding a bike or skateboarding? Make sure to

wear the proper helmet

Different sets of wheels require different forms of head protection. Make sure you have the proper helmets for both your bike and your skateboard this summer. It could save your life.

Protect yourself from pesky bugs

When evening comes and you are outdoors, or if you are spending the day in forested areas or areas with tall grass, you are susceptible to insect bites - some which may lead to severe illnesses. Wear long sleeves and pants, as well as closed shoes when you can and purchase insect repellent containing DEET for the highest level of protection.

Also remember, light-coloured clothing is less attractive to mosquitoes and will allow you to better see ticks if they land on you.

When it storms, head indoors

Residents should stay indoors until half an hour after thunder stops to ensure they are safe from lightning.

Heading for a summer getaway? Don't publicize it online

Letting people know on social media that you won't be home for periods of time, leaves your home and your possessions more susceptible to crime. Be careful what you post online while you are enjoying your holiday.

Be safe around water. Never leave your children unattended in water. Turning away, even for a brief moment, can lead to tragedy. Try to swim during daytime hours and avoid swimming during storms.

Source: Government of Canada

Waterdown to Finch Project



Community Information Session

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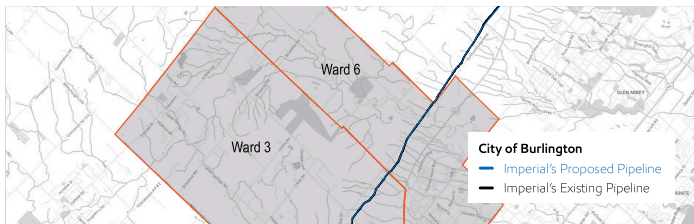
**Haber Community Centre
Haber Community Room 2
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COMMUNITY

City puts out call for Culture Days submissions

JOHN BKILA
jbkila@metroland.com

The City of Burlington is calling for artist and cultural submissions ahead of the ninth annual Culture Days weekend, set for Sept. 28-30.

"Culture Days provides an opportunity for residents to engage with local arts and cultural professionals to celebrate Burlington's rich cultural community," said Angela Paparizo, the city's manager of arts and culture.

"Working closely with Doors Open, the Art Gallery of Burlington, the Burlington Performing Arts Centre, Burlington Public Library, Museums of Burlington, Tourism Burlington, and the Arts and Cultural Council of Burlington, Culture Days features three days of different types of events that



reflect the mosaic of Canadian culture."

The national initiative aims to raise awareness, provide accessibility and encourage participation and engagement in the arts and cultural life of Burlington.

Culture Days promotes free, hands-on, interactive activities that invite the public to participate behind-the-scenes to discover the world of artists, creators, historians, architects, curators, designers and other creative individuals.

This year's theme is On-Beat, which invites communities, organizations,

and individuals to organize drumming or rhythm-inspired events.

"The programming doesn't have to be limited to drumming," stated a media release. "Rhythm can make its way into many different art forms and cultural practices including dance, visual arts, theatre, digital arts and storytelling."

Local artists and arts and cultural organizations looking to offer free, interactive events and activities during Culture Days can register them online at www.culturedays.ca.

For any assistance on finding a location for your activity, and possible partnership opportunities with the cultural boards, contact Adam Belovari at 905-335-7600, ext. 7335 or adam.belovari@burlington.ca by July 31.

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Waterdown to Finch Project



Community Information Session

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. Imperial wants to share project details and answer questions at our upcoming community information sessions.

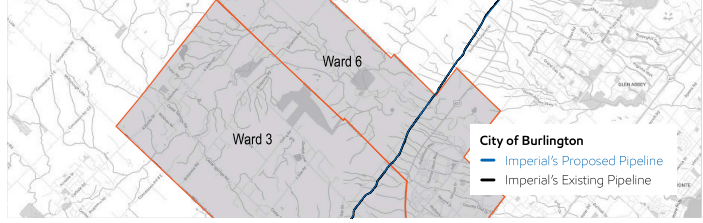
Tuesday, July 24, 2018
5:00-7:30 PM

Haber Community Centre
Haber Community Room 2
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Burlington, ON

RSVP: Burlington@imperialon.ca

For further information or to review the notice of study, please visit:
imperialoil.ca/waterdowntofinch

You can also reach us at
416.586.1915



City of Burlington
— Imperial's Proposed Pipeline
— Imperial's Existing Pipeline

Waterdown to Finch Project



Community Information Session

To support continued reliable supply of diesel, gasoline, and jet fuel for the Greater Toronto and Hamilton Area, Imperial plans to replace approximately 63-kilometres of the Sarnia Products Pipeline between Waterdown and North York, Toronto. This involves the replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join us to learn more about the Project, Leave to Construct process, associated environmental report, construction methods and timelines, and how we've incorporated community feedback.

Tuesday, November 6, 2018
3:30-4:30 and 5:30-7 PM

Brant Hills Community Centre:

Community Room 1
2255 Brant Street, Burlington
ON L7P 5C8

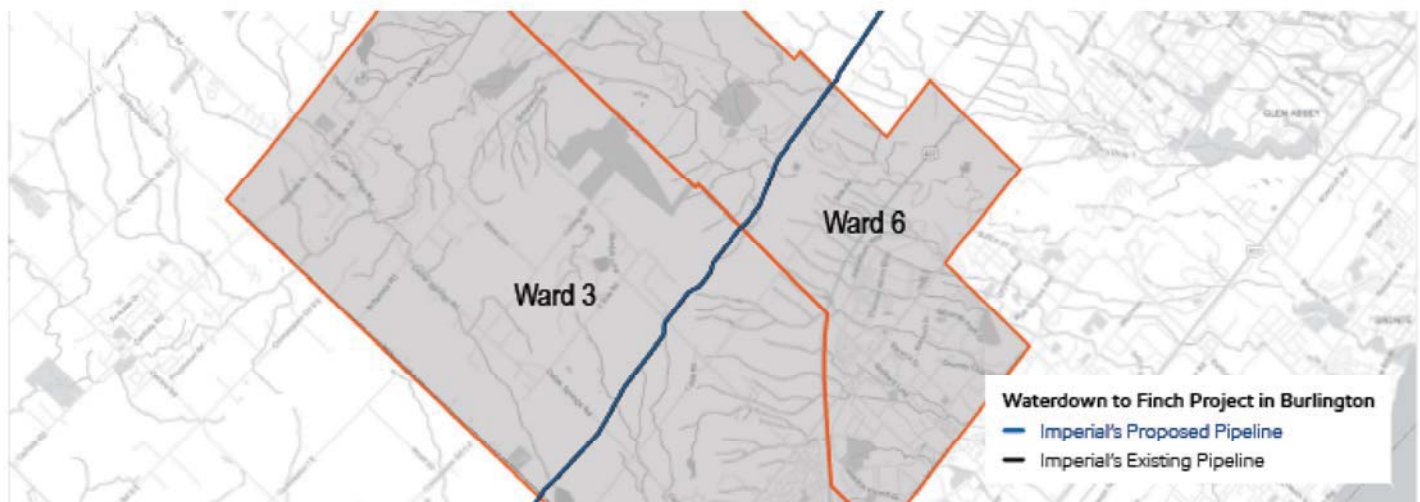
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For further information:

T: **416.586.1915**

All regional maps and project information can be found at:

imperialoil.ca/waterdowntofinch



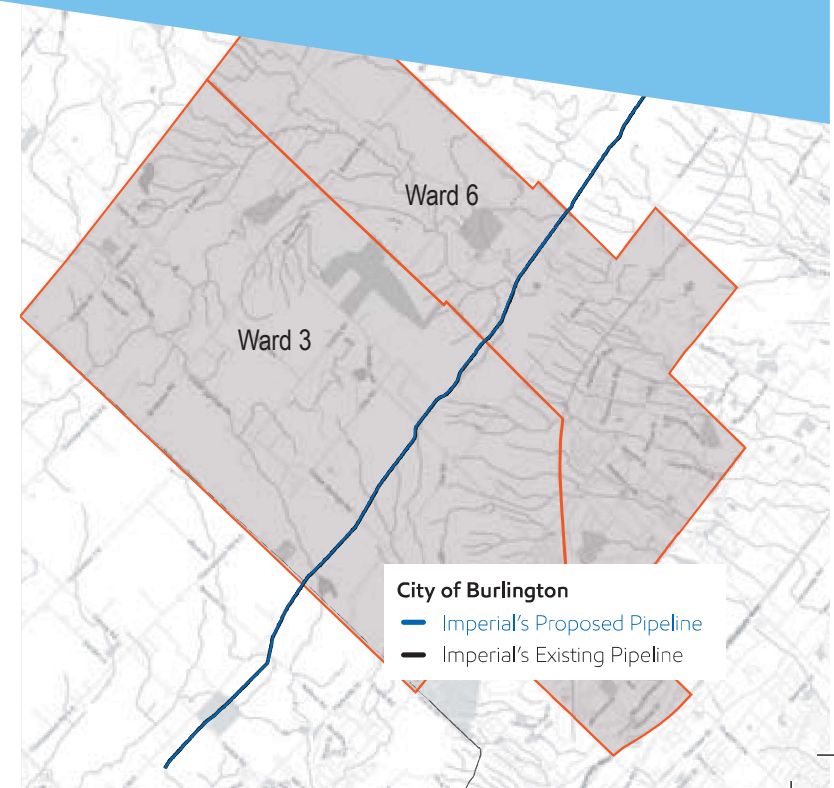
*Please note: in this area the new line will be in close vicinity to the existing pipeline route.

Waterdown to Finch Project



Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between the company's Waterdown pump station and its terminal in Toronto's North York. This includes the straight replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join Imperial representatives at our upcoming community information sessions where you can learn more about the Project, Ontario Energy Board's Leave to Construct process, and its associated environmental report.



Community Information Session

Imperial will also share how the Waterdown to Finch Project has incorporated feedback heard from residents, updates to the Project schedule, construction methods and associated mitigation measures.

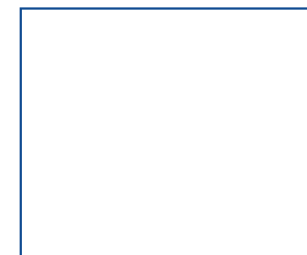
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2255 Brant Street,
Burlington, ON, L7P 5C8

RSVP: **Burlington@imperialon.ca**

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Waterdown to Finch Project



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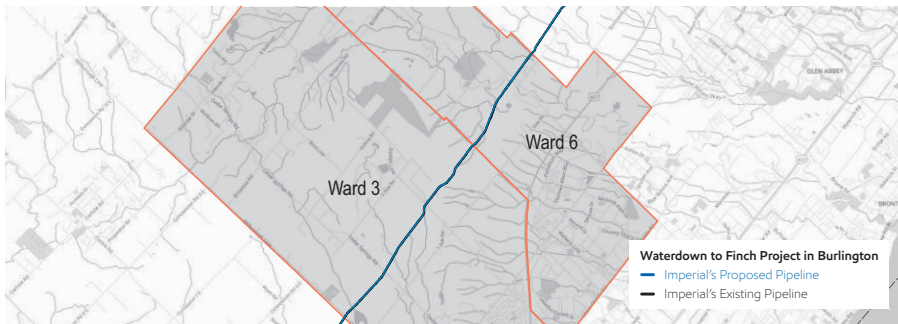
Tuesday, November 6, 2018
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BUSINESS

LASTMAN'S BAD BOY OPENS NEW STORE IN BURLINGTON

Lastman's Bad Boy is growing again, with the opening of its newest store, in the heart of Burlington.

The superstore is located at Woodview Place, across from Burlington Mall. Bad Boy partnered with Champions of Magic to unveil a new Bad Boy store with a grand opening spectacle for the eyes on Wednesday morning, Oct. 24.

The celebration featured a series of events and illusions intended to dazzle. It began with an assembly of dignitaries and corporate partners who participated in the official ribbon-cutting.

Blayne Lastman, chief executive officer, said: "We are excited to bring our best prices, selection and service to the Burlington - in a bigger and better location. Thank you to all of our friends and partners who



Nikki Wesley/Metroland
Blayne Lastman and Mel Lastman helped open the new Bad Boy Superstore location at 3305 Fairview Street.

helped make this happen. Who's Better than You? Nooobody!"

Former Toronto mayor and honorary chairman Mel Lastman was also there to kick things off.

Then at 6 a.m. Thursday, Lastman's Bad Boy opened its doors to the public with a

huge media blitz featuring live television and much more.

Of course, Bad Boy wouldn't be Bad Boy, according to the company, if they didn't treat their customers to prizes and giveaways worth more than \$100,000.

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CANNABIS AND YOU

Continued from page 18

shop on Burlington's Plains Road, employee Connor Mackin said he's also seen an uptick in "old-timers" looking for guidance on pot paraphernalia and consumption.

"They're mostly new users who want me to explain the process," he said, noting a common question he gets is about the comparative safety of the various consumption methods.

"I don't talk about bong with the older customers. I tell them the healthiest way is eating an edible."

Mackin said that considering how many new users will be trying the drug now that it's legal, he was surprised that the government didn't allow cannabis sales in stores right away.

The Ontario government is only allowing online sales from the Ontario Cannabis Store website at the moment, with private retailers expected to start opening in April.

Most people who come

in are looking for advice," Mackin said, noting he would imagine there would be even more questions from new users when they're actually buying weed. "You don't get to interact with people online."

At Rock Universe on Main Street in Milton, the clientele already skews a bit older, say store workers Krista Dickie and Cooper Chapman.

Lately, they've seen an increase in parents who are looking for information to share with their children, said Dickie.

"A lot of parents think it's going to become easier to get," added Chapman, 24, adding he finds that unlikely since weed was much easier to obtain than alcohol when he was a teenager.

"We've had a lot of people asking us about the laws."

The legal age for marijuana use in Ontario is 19 years old. Back in Oakville, Squisha House customer Nikhil Dhupar, 25, thinks legalization may drive new or casual pot users

to check out the Ontario Cannabis Store — but he says experienced smokers like him are unlikely to change their habits.

As a medical user for two years to treat chronic pain and depression, he said he's tried lots of weed from the large licensed producers and often finds it too dry, or in the worst case, aggravating to his conditions.

He'll continue getting pot from his usual sources, but will also be trying growing it himself now that it's an option. (Four plants are allowed per residence.)

Dhupar says he's always been open about his cannabis use, but is happy to see it drawing reduced stigma as time goes on.

He didn't have plans to do anything special to mark Oct. 17 — he'll just head to his local vape lounge, like he always does.

Tonight's comedy night," explained the Brampton resident.

"I think people are going to be in an especially good mood."

Waterdown to Finch Project



Community Information Session

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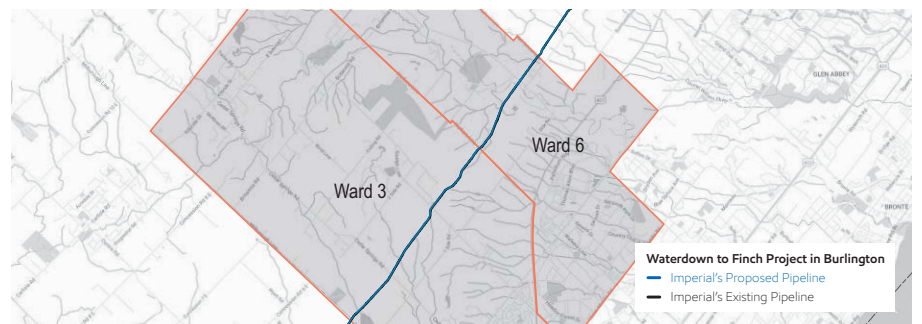
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ON L7P 5C8

RSVP: Burlington@imperialon.ca

For further information:
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Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. Imperial wants to share project details and answer questions at our upcoming community information sessions.

Thursday, July 26, 2018
3-4 and 5-7:30 PM

**St. Thomas the Apostle Church
Hall (Parish Center)**
715 Centre Road, Waterdown, ON

RSVP: Hamilton@imperialon.ca

For further information or to review the notice of study, please visit:

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You can also reach us at
416.586.1915

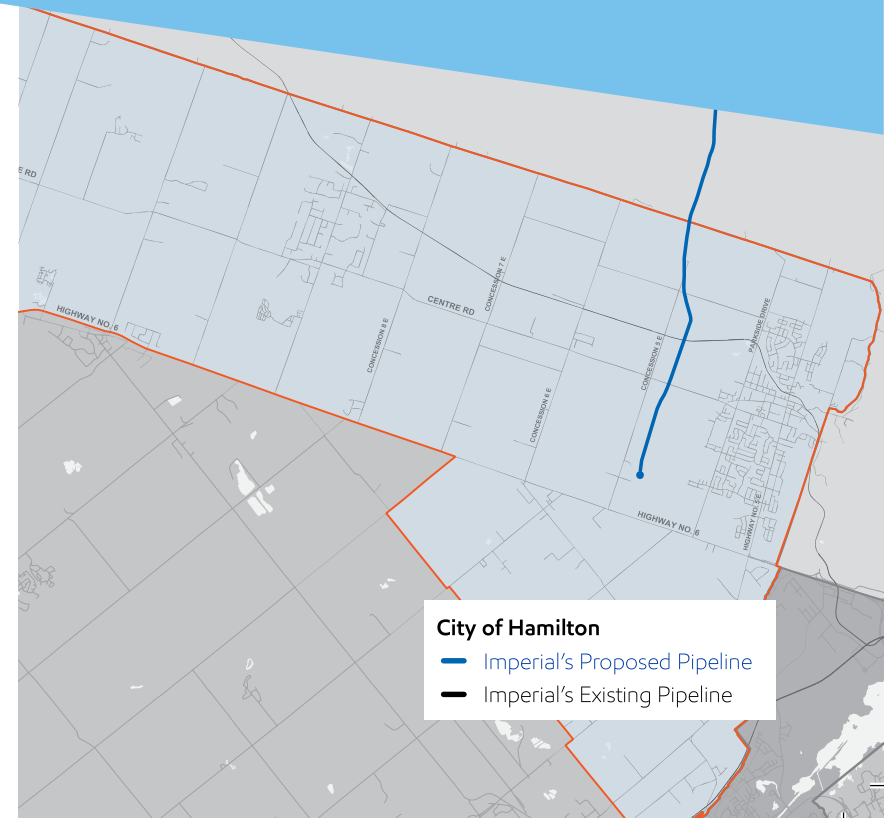


Waterdown to Finch Project



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Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. In addition to working with the regulatory bodies and different levels of government on permitting, Imperial wants to share project details and answer questions at our community information sessions in the summer and fall of 2018.



Community Information Session

We look to our local community members and governments to have a discussion and provide feedback about Imperial's Waterdown to Finch Project, the proposed route and the environmental study. Join us:

**Thursday, July 26, 2018
3-4 and 5-7:30 PM**

**St. Thomas the Apostle Church
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715 Centre Road, Waterdown, ON**

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Waterdown, ON
L8B 1K5



NEWS

Councillor candidate wants safer streets for pedestrians

KEVIN WERNER
kwerner@hamiltonnews.com

It took a public meeting at Ancaster's Old Town Hall to convince Mike Bell to run for councillor.

The meeting held in the fall of 2016 focused on a new bylaw to curtail limiting so-called "monster homes." Bell, 40, said he didn't believe residents' issues were being taken seriously at the time.

Thinking hard in the aftermath of the meeting, Bell decided recently to register to represent west Flamborough and Ancaster residents on council.

"I've been talking to people and they want some changes," said Bell, an Ancaster resident who is married with two children.

This is his second shot at political office. In 2014, he sought a spot on the Hamilton-Wentworth District School Board in wards 11 and 12, but finished third behind winner Alex Johnstone, and second-place finisher Serena Samuel.

A few proposals he is talking about include encouraging responsible development, building walkable streets with safe areas for pedestrians to

cross, such as along Wilson Street, and more bike lanes.

"We need to examine it," he said. "People driving their cars need to be more responsible."

Bell said he is looking at expanding bus transit for the area, but he wants to do it in a cost-efficient manner.

Since Hamilton still implements area-rating for bus service - a practice that could be eliminated in the next term of council - where communities pay for the service they receive, he said the policy needs to be reviewed.

As for the light rail transit project, Bell said he needs to study the costs and how it will impact residents' tax bills.

"I don't know the effect it will have on the average taxpayer. Dollar value is important," he said.

He said travelling up and down the city's accesses is the most challenging aspect of moving about the city, yet the LRT "doesn't address that," he said.

"We need to have a closer look at (the project)," he said.

Bell agrees with Ancaster Coun. Lloyd Ferguson's

fight to keep marijuana greenhouse facilities at 2,000 square metres in an effort to preserve prime agricultural land. There are at least two marijuana operations in Ancaster, with potential additional facilities that could be built in the rural parts of the new ward 12.

He said the existing marijuana greenhouse facilities need "all kinds of infrastructure" to support growing cannabis that hasn't been properly studied.

Bell, who has a mechanical engineering degree from Queen's University, is currently employed as a project manager for Tube-Mac Piping Technologies in Stoney Creek. He said if elected councillor, he would resign from his job to focus on his political duties.

"It's better for me to serve the public," said Bell. "You need to have a full-time councillor to help people."

Bell has joined John Scime and Miranda Reis as candidates for ward 12. Ferguson has yet to declare if he will seek re-election.

The deadline for registering for the Oct. 22 municipal election is July 27.

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Waterdown to Finch Project



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EXHIBIT H

Record of Consultation Supporting Documents

Canada's premiers meet Indigenous groups

Some Aboriginal groups do not attend at protest against format

KEITH DOUCETTE
The Canadian Press

BOUCTOUCHE, N.B. — Canada's premiers emerged from meetings with Indigenous organizations Wednesday with little in the way of concrete initiatives after several major Aboriginal groups refused to participate in the gathering for the second year in a row. Three of the country's largest Indigenous groups — the Assembly of First Nations, the Inuit Tapiriit Kanatami and the Métis National Council — all bowed out of the talks in Bouctouche, N.B.,

held a day before provincial leaders are set to gather in St. Andrew's, N.B., for their annual Council of the Federation meetings Thursday and Friday. However, Congress of Aboriginal Peoples national chief Robert Bertrand, who represents off-reserve Indigenous people, attended the meeting along with Francyne Joe, president of the Native Women's Association of Canada. The less than half-day meeting at Pays de la Sagouine focused on economic partnerships and Indigenous children in care, said

New Brunswick Premier Brian Gallant. "I think that having CAP and the native Women's Association here was beneficial," said Gallant. "I think the presentations were great and I think today would have been that much greater had we had the other three organizations present." Ahead of the meeting, Northwest Territories Premier Bob McLeod said it may be time to look at other options in order to attract more groups to the table. "I'll be suggesting that we take another look at it and find a bet-

ter way, and I think we can do it," he said. Gallant said finding an alternative to satisfy other Indigenous groups would likely be discussed over the coming days. Three premiers also didn't attend the meeting, including Doug Ford of Ontario, John Horgan of British Columbia and Nova Scotia's Stephen MacNeil. Still, Bertrand said he believes there is value in meeting the premiers. "We are not necessarily pushing one organization versus another one. We are all working to improve the life of our constituents, whether it's on reserve or off reserve," he said. "We've all

seen on TV the pictures of poverty and these problems. They have to be resolved." Joe said the issues facing organizations like her own were far too important for her to pass on the meeting. "I think the information that was shared with the premiers and the presenter is going to lead us forward and we are going to be able to collaborate in the future to actually make a difference in these areas," Joe said. But Clement Chartier, president of the Métis National Council, said the three Indigenous organizations are the national representatives and "should be respected as such."

Delicate fossil of oldest baby snake found in amber

BOB WEBER
The Canadian Press

EDMONTON — It curves elegantly, its delicate bones looking as if they could easily slither out of the amber encasing them into the forest undergrowth that would have been home.

The oldest fossil of a baby snake ever found leaves University of Alberta paleontologist Tiago Rodrigues Simoes in awe. "It's like magic," he said. Simoes, with fellow paleontologist Mike Caldwell, describes their 100-million-year baby in an article published in the journal *Science Advances* on Wednesday. The snake skeleton, less than five centimetres long, is almost complete except for the skull. Entombed in a chunk of amber about the size of an adult thumb, it includes 97 tiny vertebrae, most with their feathery ribs still attached. The sample comes from Myanmar, where amber quarries have been around for decades.



The fossil of a baby snake caught in amber, left, and a 3D reconstruction of the fossil.

well. "But you can't tell much of a story with a piece of shed snake-skin, even if it's got colour on it, or at least light and dark patterning." A couple of months later, the colleague called back. He'd had a chance to examine the sample more closely and thought what was first identified as a centipede looked more like a snake. The team went at it with sophisticated imaging technology from CT scans to synchrotrons. Without removing the fossil from the amber, they laid bare its smallest details. "The beauty of this thing is that you can actually see it's a brand-new baby snake," Caldwell said. "It's the interior details that make it clear." It turns out that ancient snakes formed much the same way modern ones do. The fossilized baby snake's spinal cord was still turning into bone in the same way those of its descendants still do. The fossil also showed the beginnings of

other features found in adult snakes that were growing exactly as they do in contemporary snakelets. "We have some of the major elements of development constant," Simoes said. "Maybe it's common to all of them in their early evolutionary history." Perhaps just as important is what else was found in the amber — many examples of bugs and debris that would be found on a forest floor. The baby is the first one to prove that snakes lived in forests, too, fleshing out understanding of both ancient reptile and forest ecology. "It is an ancient form of superglue," Caldwell said. "That's the magic of amber." "The marvellous thing about amber is that it falls out of a tree and it hits whatever was at the bottom of the tree. It picks up the bugs and the plants and the bug poop. And the baby snakes. "We're not ever going to get that in the rock record."

Adrienne Clarkson Prize goes to Atwood

The Canadian Press

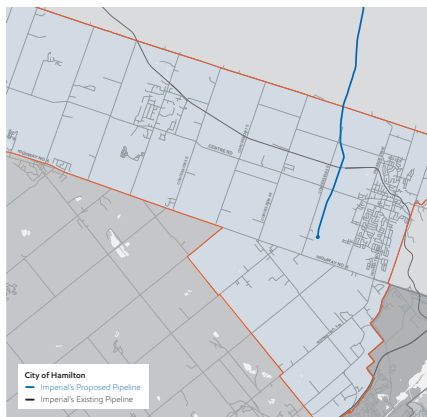
TORONTO — Margaret Atwood is adding another accolade to her collection as the 2018 laureate of the Adrienne Clarkson Prize for Global Citizenship. The annual prize, named for former governor general Adrienne Clarkson, is awarded annually to an individual who has demonstrated commitment to the principles of inclusion and belonging. In a statement, Clarkson lauded Atwood's luminous literary career and social activism at the local, national and international levels. The prize will be presented in Toronto on Sept. 26. The 78-year-old has penned more than 50 books. "She is a dynamic force in the world today," Clarkson said in a statement Wednesday announcing Atwood as the winner.

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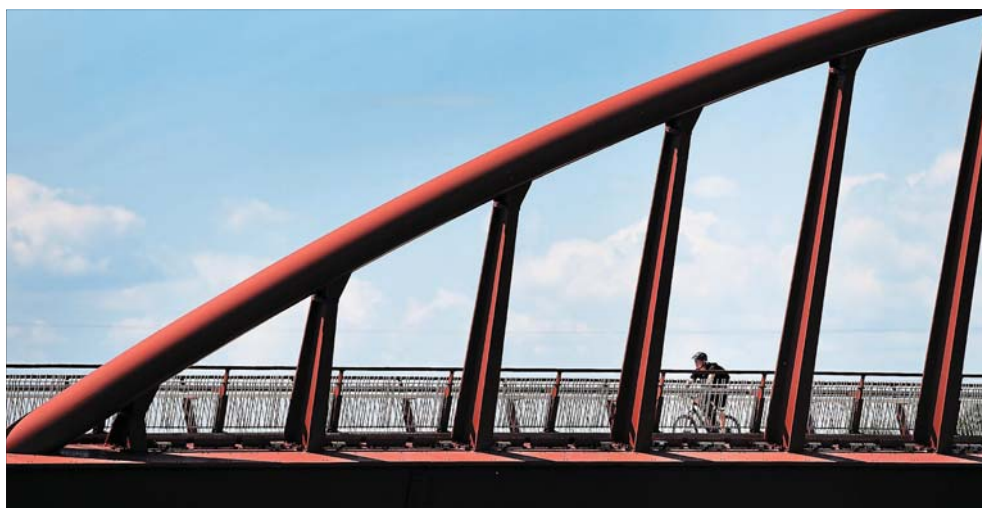
www.FestivalofFriends.ca

Local

EXHIBIT H
Record of Consultation and Supporting Documents

OVER THE HIGHWAY

Filed: 2019-02-22
EB-2019-0007
Tab 3, Schedule 13
Page 6 of 7



BARRY GRAY THE HAMILTON SPECTATOR

A cyclist crosses the bridge Wednesday over the QEW in east Hamilton, part of the Red Hill Trail, on another beautiful summer day. The temperature is expected to stay at around 30 C through the weekend under mostly sunny skies. There is a slight chance of showers on the forecast for Saturday. See more weather details on G2.

Hamilton officials projecting a budget surplus

So far this year, costs are little bit lower than expected, councillors told

KEVIN WERNER
Hamilton Community News

Hamilton is on pace to have a 2018 operating budget surplus of \$4.3 million.

So far this year, the city has revenues of \$210.8 million, compared to \$206.5 million in expenses, says Brian McMullen, the city's acting general manager of corporate finance. McMullen

revealed the information at Wednesday's audit, finance and administration committee meeting.

"It's nice to see you are on the positive side of the ledger," said Ancaster Coun. Lloyd Ferguson. "You do that doom and gloom negative variances (in the past)... the media eats that up. I'm glad you have switched that." Hamilton's healthy and safe

communities department had the largest budget surplus of \$5.2 million, followed by the planning department with a \$494,000 surplus so far this year.

Public works, though, defied the trend and posted a \$2.2 million deficit at this time. McMullen blamed lower than expected transit revenues, declining revenues from recyclable material, the impact of the Disabled and

Aged Regional Transit System (DARTS) contract and winter control as the main culprits for the deficit.

It is also expected, said Ferguson, the city will see the public works budget take an additional hit this year because of problems with the recently shuttered central composting facility because of odour problems.

Also, the corporate services department had a \$314,000 deficit, mainly because of a decline in tax registration revenue.

Hamilton had a very good year financially in 2017 with an estimated \$40 million in combined rate and tax supported budget. It was the largest surplus some councillors had seen in years, if ever.

The city had a \$24.9 million tax-supported budget surplus and an \$18.1 million rate-supported budget surplus.

The surplus was divided up and placed in various reserve funds that had been depleted over the years.

Waterdown to Finch Project



Community Information Session

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. Imperial wants to share project details and answer questions at our upcoming community information sessions.

Thursday, July 26, 2018
3-4 and 5-7:30 PM

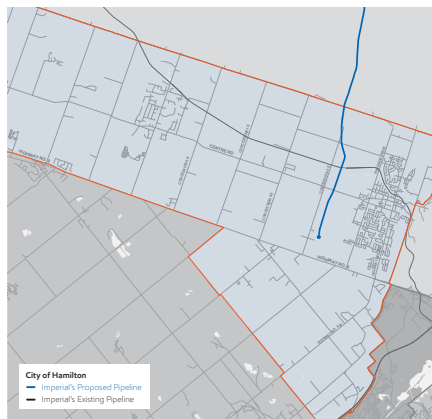
St. Thomas the Apostle Church
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For further information or to review the notice of study, please visit:

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14 CANADA

Flamborough Review | Thursday, July 19, 2018

'Frustrated' postal workers may have to strike: Union

CHRIS SIMON

chris.simon@simcoe.com

There's a chance your snail mail may slow to a crawl soon.

Canadian Union of Postal Workers national president Mike Palecek called negotiations with Canada Post "frustrating" July 13, and warned residents the postal service is forcing his bargaining units to seriously contemplate strike action. About 50,000 postal workers have been without a collective agreement since the winter.

The sides have met to discuss a new deal more than 100 times. However, the union is setting a final strike vote for Sept. 9.

"This round of bargaining is likely going to define the postal service going forward for a generation," Palecek said in an interview. "We're putting all kinds of issues on the

bargaining table that are not just for ourselves but the public as well. Postal workers have done absolutely everything in their power to address these without a labour dispute. We campaigned, we organized town hall meetings, we changed the government. Still, nothing has happened. We're on to our last resort: a strike. That's where Canada Post is driving us."

Canada Post "set us on to this path" through an "absolute refusal" to negotiate, he said.

Philippe Legault, a spokesperson for Canada Post, said a mediator was brought into the collective bargaining process in late 2017. However, the postal service will not comment on specific aspects of negotiations. "Canada Post negotiators are working hard to find common ground with CUPW and believe a quick resolution

is in the best interest of customers and employees," he said in an email.

A number of issues built up over the last few years because the previous Conservative government refused to negotiate with the union, Palecek said. About 8,000 of the employees work in a rural or suburban setting, with the majority being women. They are paid about 30 per cent less than their 42,000 urban-area counterparts.

The union is also pushing for the establishment of a Canada Post bank, electrification of the postal service's 13,000-vehicle fleet, and installation of electric vehicle-charging stations at post offices across the country.

"This is an opportunity to bring in new services that will not only bring in revenue but that the public actually needs," Palecek said.

Deadline is



8 mediation dates scheduled for July and August



Pay equity for women a major issue

About **16.2 million** addresses served

Nearly **8.4 billion** pieces of mail, parcels and messages delivered

Strike would affect **50,000** of the service's **64,000** employees

Sources: Canada Post's 2017 annual report, Canada Post and the Canadian Union of Postal Workers

Metroland Graphic

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You can also reach us at **416.586.1915**

City of Hamilton
 - Imperial's Proposed Pipeline
 - Imperial's Existing Pipeline

Community Information Session

To support continued reliable supply of diesel, gasoline, and jet fuel for the Greater Toronto and Hamilton Area, Imperial plans to replace approximately 63-kilometres of the Sarnia Products Pipeline between Waterdown and North York, Toronto. This involves the replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join us to learn more about the Project, Leave to Construct process, associated environmental report, construction methods and timelines, and how we've incorporated community feedback.

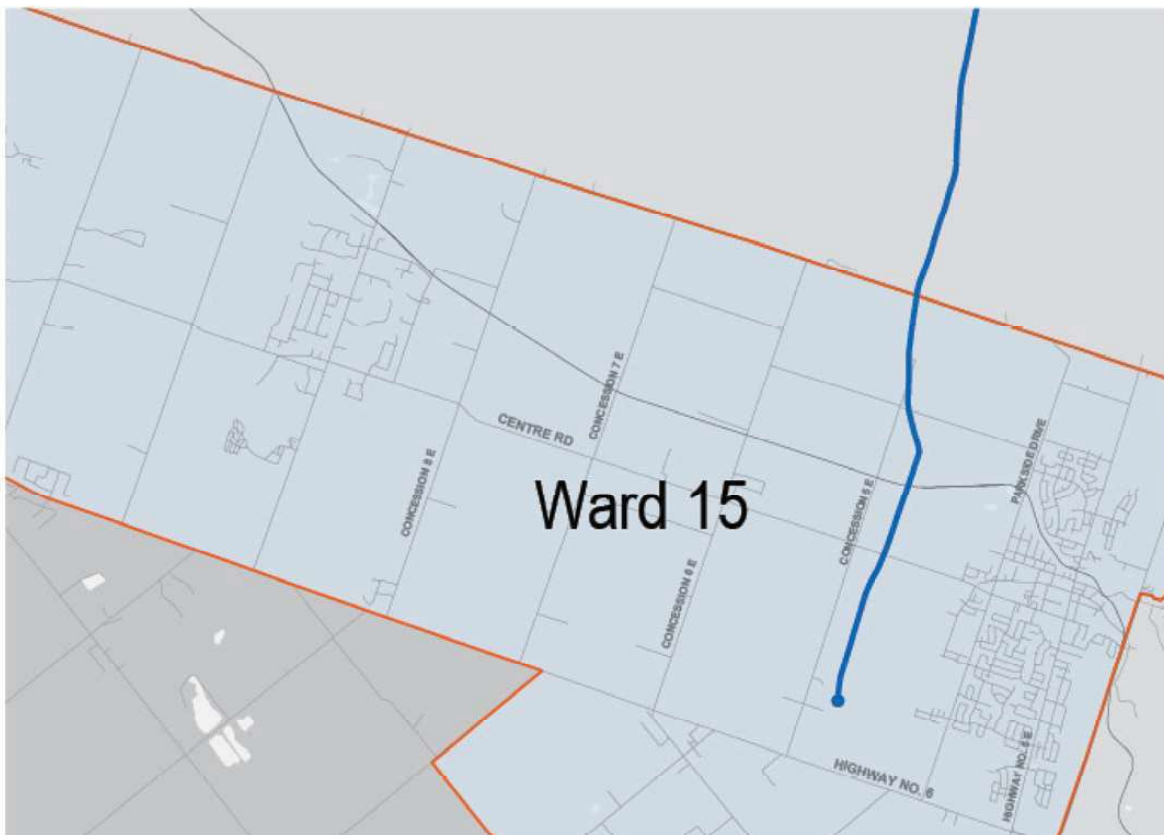
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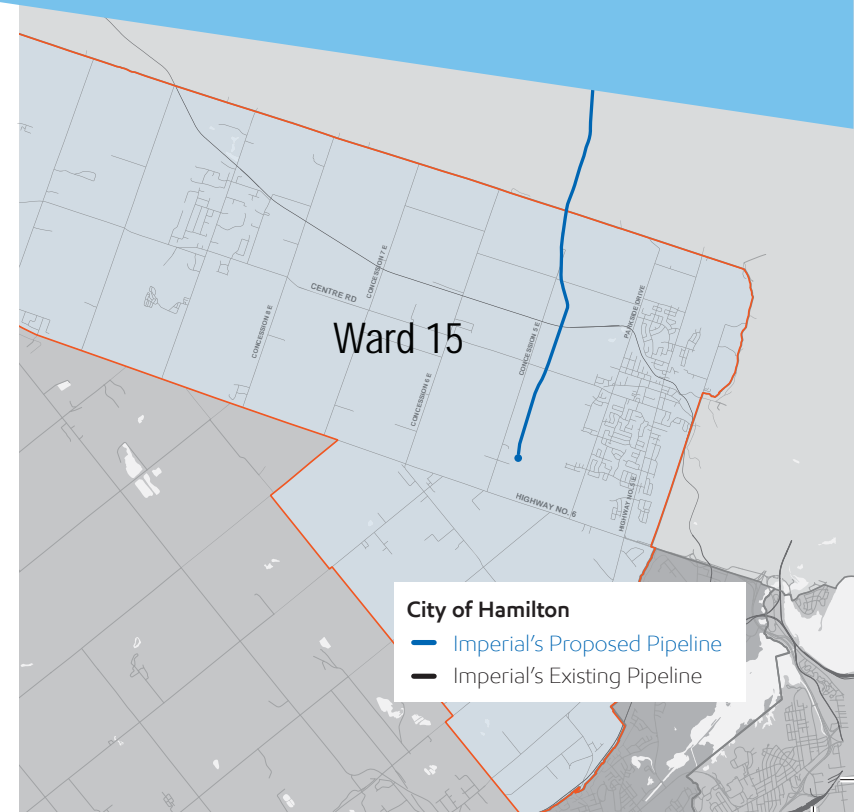


Waterdown to Finch Project



Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between the company's Waterdown pump station and its terminal in Toronto's North York. This includes the straight replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join Imperial representatives at our upcoming community information sessions where you can learn more about the Project, Ontario Energy Board's Leave to Construct process, and its associated environmental report.



Community Information Session

Imperial will also share how the Waterdown to Finch Project has incorporated feedback heard from residents, updates to the Project schedule, construction methods and associated mitigation measures.

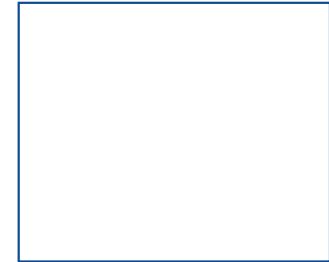
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Flamborough Review | Thursday, October 25, 2018 | 18

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COMMUNITY

CRAFTING THE RIGHT NOTE



Julia Lovett/Metroland

From left: Guy B. Brown Elementary School band members Teagan Peters, Danielle Pillar, Emily Urbanic and Abby Smolenaars, all 11, sell some sweet treats at the Waterdown Autumn Craft Show on Saturday, Oct. 13 at the Braehid Avenue school. The second annual craft fair raised money for the school's music program.

Waterdown to Finch Project



Community Information Session

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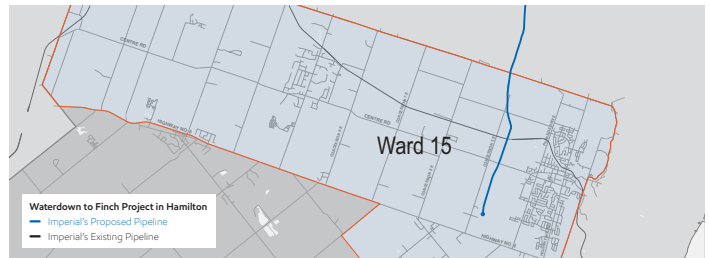
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*Please note: in this area the new line will be in close vicinity to the existing pipeline route.

flamboroughreview.com

EVENTS

THURSDAY, NOVEMBER 1

Soul Food

WHEN: 6:00 p.m - 7:00 p.m **WHERE:** Grace Anglican Church - Waterdown, 157 Mill St N., Flamborough **CONTACT:** Cindy Allen, 905-689-6715, office@graceanglicanwaterdown.org **COST:** Dinner and Worship, 1st Thursday of each month. Relax and enjoy a gathering designed to feed the body and spirit of people of all ages. All Welcome. Parking at 182 Main St N.

SATURDAY, NOVEMBER 3

2nd Annual FSC Arts and Crafts Show

WHEN: 9:30 a.m - 3:00 p.m **WHERE:** Flamborough Seniors Centre, 163 Dundas Street East, Flamborough **CONTACT:** Jenny, 905-689-0767, jenagold@yahoo.com **COST:** \$25
All talents are encouraged to participate in the show. It's for all members of the FSC. Are you a woodworker, woodcarver, dress maker, jewellery maker, potter, baker or card maker? For the low price of \$25.00 you can purchase a table.

Gift Shoppe and Lunch Room

WHEN: 10:00 a.m - 2:00 p.m **WHERE:** Christ Church Flamborough, 92 Highway #8, Flamborough **CONTACT:** 905-627-4498 **COST:** Shop for those unique gifts - something for everyone. Enjoy a delicious lunch.

TUESDAY, NOVEMBER 6

Lots of Tots

WHEN: 9:30 a.m - 12:00 p.m **WHERE:** Bethel Christian Reformed Church, 616 Dundas St. E. Waterdown, ON, Flamborough **CONTACT:** 905-689-7796 **COST:** Sometimes you just need a morning out without the kids. And a coffee for you. Come for coffee, play time, talk and relax time. We'll have toys for the kids and coffee for the adults. Feel free to bring nut-free snacks.



Speech Reading Class

WHEN: 11:00 a.m - 12:00 p.m **WHERE:** Bethel Christian Reformed Church, 616 Dundas St. E. Waterdown, ON, Flamborough **CONTACT:** 905-689-7796 **COST:** How often do you say "Pardon me?" or "Stop mumbling!" Join the next speech reading class (10-week course), when you'll practise lip reading, learn coping skills and understand different aids that can help you.

Canadian Calorie Counters

WHEN: 5:00 p.m - 6:30 p.m **WHERE:** Millgrove United Church, 370 5th Concession West, Flamborough **CONTACT:** Donna, 289-237-5381 **COST:** Offering support to those looking to lose those extra pounds.

Sit! Stay! Read!

WHEN: 6:30 p.m **WHERE:** Waterdown Library, 163 Dundas St East, Hamilton **CONTACT:** 905-689-6269 **COST:** In partnership with the Hamilton-Burling-

ton SPCA, trained pet therapy dogs and adult volunteers will encourage reluctant readers to take part in literacy activities. Animals are ideal reading companions for children who may not be strong readers.

First Waterdown Toastmasters

WHEN: 7:30 p.m **WHERE:** Grace Anglican Church, 157 Mill St. N., Waterdown, Hamilton **CONTACT:** 905-308-4854 **COST:** Toastmasters will give you the skills and confidence needed to effectively express yourself in any situation. No appointment necessary. Every meeting is open to the public. First 3 meetings are free. Visit www.waterdowntoastmasters.com.

WEDNESDAY, NOVEMBER 7

Single and Parenting

WHEN: 6:30 p.m - 8:00 p.m **WHERE:** Bethel Christian Reformed Church, 616 Dundas St. E. Waterdown, ON, Flamborough **CONTACT:** 905-689-7796, office@bethelrc.ca **COST:** Single and Parenting is a group that provides support and encouragement. Following 13-week course, you'll gain practical advice and lots of hope. Child-care provided. Pre-registration required.



FRIDAY, NOVEMBER 9

Family Game Night

WHEN: 6:30 p.m - 9:00 p.m **WHERE:** Bethel Christian Reformed Church, 616 Dundas St. E. Waterdown, ON, Flamborough **CONTACT:** 905-689-7796 **COST:** Bring your favourite game and come out for a board game night. It's an 'open house' evening. Stay as long as you'd like. Don't have any games? It's OK, we have extras. Come with family or on your own.

THURSDAY, NOVEMBER 8

Community Senior Cooking Club

WHEN: 11:00 a.m - 1:00 p.m **WHERE:** Grace Anglican Church, Waterdown, 157 Mill St N, Waterdown, Hamilton **CONTACT:** Cindy Allen, 905-689-6715,

SATURDAY, NOVEMBER 17

Fantastic Beats Scavenger Hunt

WHEN: 10:30 a.m **WHERE:** Lynden Library, 110 Lynden Road, Lynden, Flamborough **CONTACT:** 519-647-2571 **COST:** Search the library for some fantastic beasts from our favourite stories! Please register. Ages 4-12.



MONDAY, NOVEMBER 19

Make a Shadow Theatre

WHEN: 4:00 p.m **WHERE:** Freelon Library, 1803 Brock Road, Hamilton **CONTACT:** 905-658-7639 **COST:** Make your own shadow theatre box and take it home to put on awesome shows for your family and friends. All materials provided. Please register. Ages 4-12.

TUESDAY, NOVEMBER 20

Support after Suicide

WHEN: 7:00 p.m - 9:00 p.m **WHERE:** Kitching, Steepe & Ludwig Family Centre, 146 Mill St. North, Flamborough **CONTACT:** 905-689-4852 **COST:** Drop-in support is open to all adult survivors of suicide looking to find out about additional resources or to receive ongoing support.

WEEKEND EVENTS

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WEEKLY NEWSLETTER AT
FLAMBOROUGHREVIEW.COM

Rotary Club of Waterdown

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Waterdown to Finch Project

Imperial Esso Mobil

Community Information Session

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CNO Mobil

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Canada & World



SEAN KELPATRICK - THE CANADIAN PRESS

Until the recent hike, the Bank of Canada's rate hadn't been above 1.5 per cent since 2008.

Bank of Canada raises rate, signals future hikes to come

ANDY BLATCHFORD
The Canadian Press

OTTAWA — The Bank of Canada raised its trend-setting interest rate Wednesday and sent signals that future hikes could be upon Canadians sooner than expected.

With a big source of trade uncertainty finally out of the way, the central bank delivered a quarter-point rate increase for the fifth time since the summer of 2017. The move lifted the benchmark to 1.75 per cent — its highest level in about a decade.

The hike arrived with Canada's economy showing resilience and the unemployment rate hovering near four-decade lows. The increase followed governor Stephen Poloz's first policy meeting since Canada agreed with the United States and Mexico this month on an updated North American free trade deal. The bank said the new trade agreement will reduce uncertainty, which it described as "an important curb" on business confidence and investment.

The removal of one of the trade shackles also coincided with a notable change: a single word yanked from the bank's statement.

Recent post-policy-meeting statements used the word "gradual" to explain how the bank's governing council would approach the timing of future rate increases.

This time around, however, the bank decided to leave the word out. Some observers interpreted the omission as a sign of the bank's shift to a faster hiking path.

Poloz insisted the word's exclusion was designed to give the bank more flexibility when it comes to the speed at which it chooses to proceed.

"Markets seem to have settled on 'gradual' meaning we would only move on every second meeting, to put it most bluntly," Poloz told reporters Wednesday when asked about the change.

"We thought, well, we really don't want to reinforce that as a locked-in, mechanical expectation. And so, this is serving notice that it could be faster or it could be slower."

Either way, the bank sent a clear message that more increases will be needed to bring the rate to a "neutral stance" in order to keep inflation from running too hot. Poloz's team has pegged the neutral rate at between 2.5 and 3.5 per cent, so several more increases are likely on the

way.

The bank stressed the pace of future hikes will be guided by how well households are adjusting to the higher interest rates, given their high levels of debt.

So far, the bank said Canadians have been making spending adjustments in response to earlier rate hikes and stricter mortgage policies — and credit growth continues to moderate. Household vulnerabilities — while still elevated — have edged down as a result, it said.

"You always need to see more data because it's still relatively early days, but they seem to be adjusting as we had expected," senior deputy governor Carolyn Wilkins said.

"I think higher interest rates are always difficult when people haven't seen them in a long time."

Poloz said he understands rate increases can be difficult for some people, but he argued the economy is running at its capacity and no longer needs stimulus.

"It's our job to prevent the thing from overheating and creating inflation pressures down the road," he said.

Until the hike Wednesday, the interest rate hadn't been above 1.5 per cent since December 2008. At that time, the bank made a three-quarter-point cut to the benchmark, bringing it to 1.5 per cent from 2.25 per cent.

Moving forward, the bank predicts the economy to remain solid. Consumer spending is expected to continue expanding at a "healthy pace," thanks in large part to the steady rise of incomes and the strength of consumer confidence.

It projects exports to keep growing at a moderate clip, even though they will face limitations from several factors — including transportation capacity constraints, global trade uncertainty and stiff competition, particularly from the U.S.

The report predicted business investment — outside the oil and gas sector — to expand due to solid domestic and foreign demand.

The bank noted, however, that Canada is still grappling with competitiveness challenges linked to major U.S. tax and regulatory changes as well as ongoing uncertainties around pipeline approval. It anticipates these factors will encourage some exporters to delay their investments or to make them outside Canada.

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Medical Oncologist, Juravinski Cancer Centre
Assistant Professor, McMaster University
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Dr. Valerie Francescutti, MD, MSc, FRCS(C), FACS
Associate Professor, General Surgery and Surgical Oncology, McMaster University

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3:30-4:30 and 5:30-7 PM

St. Thomas the Apostle Church
Parish Center Hall
715 Centre Road, Waterdown
ON L0R 2H0

RSVP: Hamilton@imperial.on.ca
For further information:
T: 416.586.1915
All regional maps and project information can be found at: imperialoil.ca/waterdowntofinch

Waterdown to Finch Project in Hamilton
— Imperial's Proposed Pipeline
— Imperial's Existing Pipeline

*Please note in this area the new line will be in close vicinity to the existing pipeline route.

Local

BUSHELS OF COLOUR



BARRY GRAY THE HAMILTON SPECTATOR

Colourful fruits and vegetables out front of Lighthouse Fish Market on James Street North in Hamilton brighten an otherwise dreary, rainy Wednesday.

Narcotics stolen from pharmacy

The Hamilton Spectator

Hamilton Police Service are investigating a break-in at a Hamilton pharmacy overnight during which a large quantity of narcotics was stolen.

Police say that suspects unlawfully entered a pharmacy in the area of Osler Drive and Governors Road in Dundas during the early hours of Oct. 30. The narcotics, still unaccounted for, are of extreme concern, say police, because im-

proper consumption of the drugs can be fatal, with the risk especially high in the case of children.

Police urge the public not to touch any lost or discarded medication if it is found, but rather to call police and report the circumstances.

If you have information you believe could assist police with the investigation, contact Det.-Const. Ryan Komadoski at 905-546-8939, or Acting Det.-Sgt. George Gallan at 905-546-2891.

JURORS
continued from // A1

A support person would include someone providing assistance to a juror with a physical disability.

It only makes sense for a juror to talk about deliberations with a doctor since deliberations are often the "most stressful and most difficult" part of jury duty, Cooper says.

He makes it clear the inner workings of a jury will still never become public, since doctors are bound by patient confidentiality and cannot reveal what is disclosed by a juror.

This proposed amendment represents "one of the few things Parliament can do" to legislate change to a jury system that largely falls under provincial jurisdiction, the MP says. "This narrow, practical change can really have an impact."

This bill is the latest in a series of reforms to Canada's jury system that began with a call to recognize that jurors are susceptible to mental trauma after hearing and seeing disturbing and graphic evidence at some trials.

There are strong Hamilton connections to this movement.

A foreman from one of convicted killer Robert Badgerow's four trials has lent his voice to the call for change.

And Ontario's former attorney general chose our John Sopinka Courthouse to unveil a toll-free number for jurors to call for free counselling, citing the high profile Tim Bosma murder trial as one in which jurors were exposed to horrific evidence.

One of the strongest voices advocating for change belongs to Mark Farrant of Toronto. He served as jury foreman on a particularly gruesome murder trial and went public afterwards to speak of the PTSD he suffered as a result.

He quickly learned Canada has a patchwork of responses to jury trauma, ranging from the free (but limited) care in Ontario, to provinces with nothing at all.

Farrant, who participated in a federal justice committee review of the jury system earlier this year, says some doctors turned down his request for help after his trial because they were concerned about breaking the law.

Canadians have a duty to sit as jurors. Apart from conscription, it is the only call to duty citizens must answer.

Canada needs to do better at taking care of its jurors. Allowing them the legal freedom to have meaningful discussions with mental health care providers would be a good step forward.

Perhaps if better care was taken of jurors, fewer citizens called for jury duty would clamor to get out of it. Perhaps we would save time and money in our jury selection process.

"That would be an improvement for our judicial system as a whole."

Susan Clairmont's commentary appears regularly in The Spectator. sclairmont@thespec.com
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Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

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Tuesday, July, 17, 2018
3:30-4:30 and 6-7:30 PM

Living Arts Centre
Bank of Montreal Meeting Room
4141 Living Arts Dr,
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RSVP: Mississauga@Imperialon.ca

For further information or to review the notice of study, please visit:

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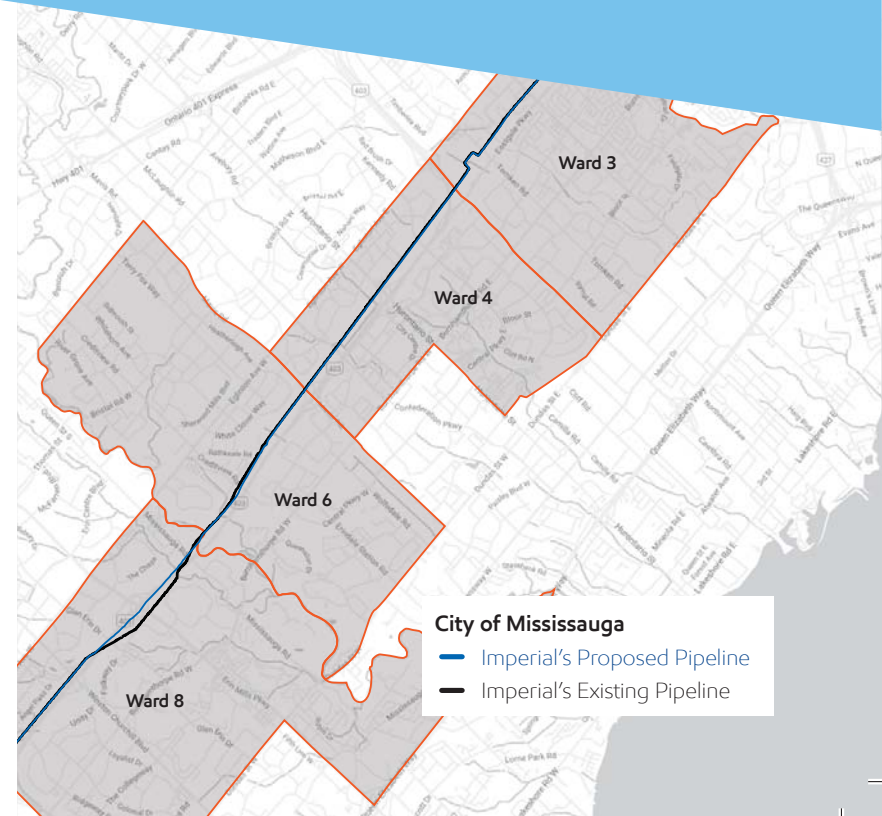


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Jama Mahlalela named Raptors 905 coach

IAIN COLPITTS
icolpitts@mississauga.net

As expected, Raptors 905 looked in house to find their new head coach.

Jama Mahlalela was introduced as coach of the NBA G League club on June 20. He was appointed head of the Mississauga-based squad after five seasons as an assistant coach with the Toronto Raptors.

"This is such a great growth opportunity that projects my career forward, so for me, it was a no-brainer to take this on," Mahlalela told reporters at the Toronto Raptors' practice facility.

The Raptors 905 coaching position became vacant when former NBA star Jerry Stackhouse took an assistant coaching position with the NBA's Memphis Grizzlies earlier this month.

As coach of the G League club for the past two seasons, Stackhouse led Raptors 905 to a 70-30 record and back-to-back appearances in the G League final, including a run to the championship in 2017.

Mahlalela is now looking



Rick Madonik/Torstar Network

Jama Mahlalela, seen here with Toronto Raptors guard Norman Powell was named head coach of Raptors 905 for the 2018-19 NBA G League season.

forward to making leadership decisions as a head coach.

"I think when you're the assistant coach, you can kind of like make suggestions, but to make the actual decision, that final decision that has consequence, for me is a challenge I really want to sort of grow in," he said. "For me, that's the main step there."

Raptors 905 have been in the G League for three seasons and have had elite players such as Axel Toupane, Edy Tavares and Lorenzo

Brown.

However, roster turnover is extremely common each season as the best players either move up to the NBA or sign more lucrative contracts to play overseas.

Mahlalela will be tasked with developing a new batch of incoming players, but he says if they show the right work ethic, they'll be good to go.

"To me, if they play with energy and effort, the rest of the stuff will figure itself out over the course of the season."



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CITY HALL

Hershey Centre becomes Paramount Fine Foods Centre

ALI RAZA

aliraza@metroland.com

Mississauga's premier sports and entertainment complex will officially be known as the Paramount Fine Foods Centre, as of July 1.

The change follows an announcement earlier this year when the city signed a new agreement for naming rights and food services with Paramount Fine Foods, a Mississauga-based restaurant chain. Founder and CEO Mohamad Fakih signed a 10-year agreement with the city after Hershey Canada Inc. chose not to renew its naming rights agreement when it expires on June 30.

The Hershey Centre, as it was known, will be known as the Paramount Fine Foods Centre, including the spectator arena, community ice rinks, field house and outdoor sports



Metroland file photo

Hershey Centre becomes Paramount Fine Foods Centre.

fields. All @Hershey-Centre social media channels on Twitter, Facebook, and Instagram will be changed to the @PFFCentre.

New signage and enhancements reflecting the name change and partnership are in the works.

The sports and entertainment hub is one of the city's most "cherished landmarks," mayor Bonnie Crombie said in the announcement. It's home to

the Mississauga Steelheads and the Raptors 905, in addition to hosting events like Carassauga and being used by amateur athletes throughout the year.

Upcoming events at the Paramount Fine Foods Centre this summer include the Royal Canadian Family Circus, Camp 905, Classics & Rods Review Show 2018, and the Duke University Basketball Canada Tour.

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Waterdown to Finch Project



Community Information Session

To support continued reliable supply of diesel, gasoline, and jet fuel for the Greater Toronto and Hamilton Area, Imperial plans to replace approximately 63-kilometres of the Sarnia Products Pipeline between Waterdown and North York, Toronto. This involves the replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

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3:30-4:30 and 5:30-7 PM**

Mississauga Living Arts Centre:

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4141 Living Arts Drive
Mississauga, ON L5B 4B8

RSVP: Mississauga@Imperialon.ca

For further information:

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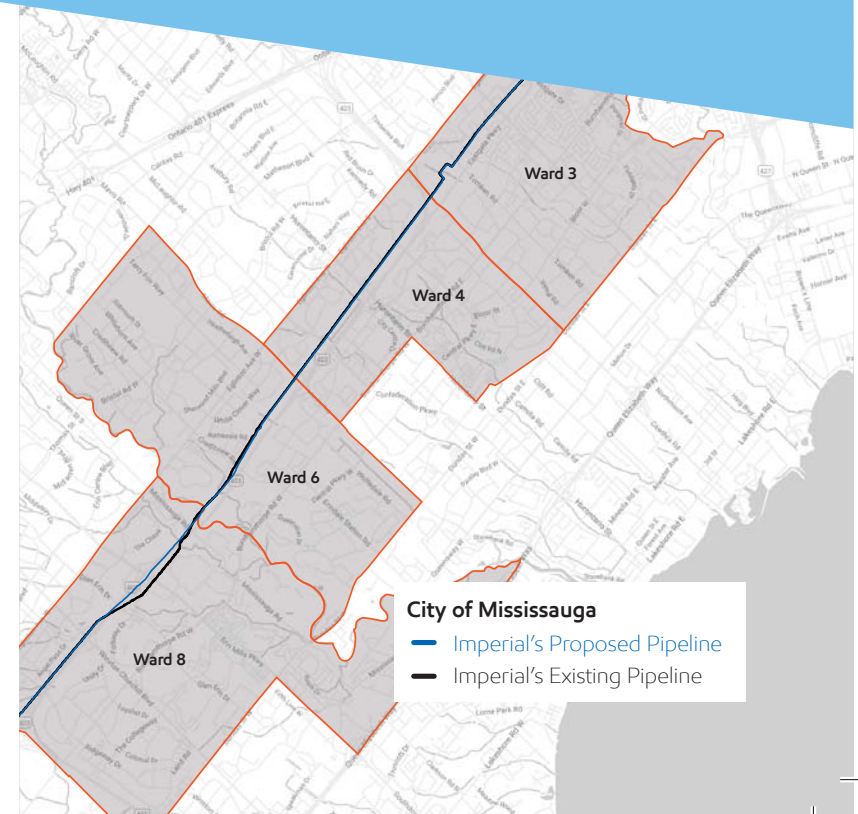
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Waterdown to Finch Project



Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between the company's Waterdown pump station and its terminal in Toronto's North York. This includes the straight replacement of the existing 12-inch pipeline with a new 12-inch pipeline.

Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join Imperial representatives at our upcoming community information sessions where you can learn more about the Project, Ontario Energy Board's Leave to Construct process, and its associated environmental report.



Community Information Session

Imperial will also share how the Waterdown to Finch Project has incorporated feedback heard from residents, updates to the Project schedule, construction methods and associated mitigation measures.

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Mississauga News | Thursday, October 25, 2018 | 12



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CRIME

'FIT FOR DUTY': PEEL REGIONAL POLICE WON'T BE BANNED FROM LEGAL POT USE

PAM DOUGLAS
pdouglas@thebramptonguardian.com



Bryon Johnson/Metroland

Peel Regional Police officers will be allowed to consume cannabis on their personal time, but must report to work "fit for duty," according to the service's policy in anticipation of the legalization of marijuana.

Unlike other services that have introduced more restrictive policies - Calgary police have banned their officers from consuming cannabis entirely and Toronto police officers and RCMP must abstain for 28 days before duty - Peel police are treating recreational pot use by their officers and civilian employees the same way they treat alcohol.

"It really isn't that different from alcohol," said Peel Supt. Manny Rodrigues at a news conference in Brampton the day before legaliza-

tion. "We don't dictate the last drink of alcohol." Rodrigues said Peel police consulted with human resources and the Peel Regional Police Association in deciding how to address recreational marijuana use by officers and civilian employees.

The emphasis is on public and officer safety, Rodrigues said.

The standard of showing up for work "fit for duty" is defined as "mentally, emotionally and physically able to safely and competently perform assigned duties without any limitations attributable to, but not limited to, illness, injury, fatigue, mental stress, or the use and/or after-effects of alcohol or drugs," according to the policy.

Waterdown to Finch Project



Community Information Session

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Waterdown to Finch Project in Mississauga
— Imperial's Proposed Pipeline
— Imperial's Existing Pipeline





*Please note: in this area the new line will be in close vicinity to the existing pipeline route.

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mississauga.com

NEWS

NO CHARGES YET IN CRASH THAT KILLED MOM AND YOUNG SON

LOUIE ROSELLA
lrosella@mississauga.ca

The 18-year-old driver involved in the deadly Mississauga crash that killed a mother and her young son has been released from police custody and has yet to be formally charged.

Const. Akhil Mooken told The News the double fatal crash continues to be an "active investigation" and investigators from the force's major collision bureau are still waiting on tests and other information before making a decision on charges.

The teenage driver was in hospital with serious injuries and under police guard for several days.

Khushboo Dogra, 31, and her two-year-old son, Prakrit, were killed in the collision at Mavis and Burnhamthorpe roads, which occurred just after 2 a.m. on November 1.

The father, 33-year-old Sanket Dogra, remains in hospital in a coma.



Facebook photo
Khushboo Dogra, 31, and her two-year-old son Prakrit, were killed in the violent collision at Mavis and Burnhamthorpe roads in Mississauga on Nov. 1. The father, 33-year-old Sanket Dogra, remains in hospital. The three are shown here.

A GoFundMe page has been set up in an effort to help cover funeral costs and Sanket's long road to recovery.

"It is difficult to imagine what the awareness of this tragedy will do to him after he regains consciousness," the family said in a statement.

Family friends said Sanket came here from India a few years ago as part of his job working for a tech firm in India. He brought his family here last year and they settled in Mississauga.

Police had said investigators were looking at speed and impairment as potential factors in the collision.

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Waterdown to Finch Project

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Wednesday, July, 25, 2018
4:30-5:30 and 6-7:30 PM

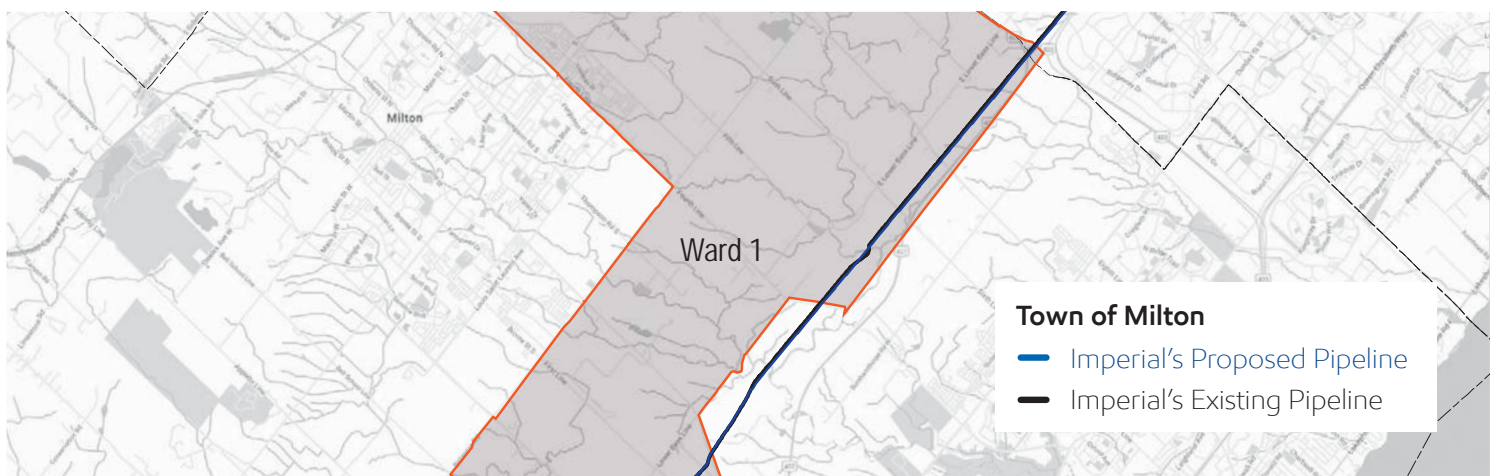
Milton Town Hall - Milton Room
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Milton ON

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Milton Room
150 Mary Street, Milton ON

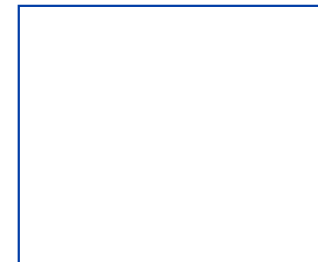
RSVP: Milton@imperialon.ca

For further information or to review the notice of study, please visit:

imperialoil.ca/waterdowntofinch

You can also reach us at **416.586.1915**

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Waterdown to Finch Project

Imperial
Esso Mobil

Community Information Session

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

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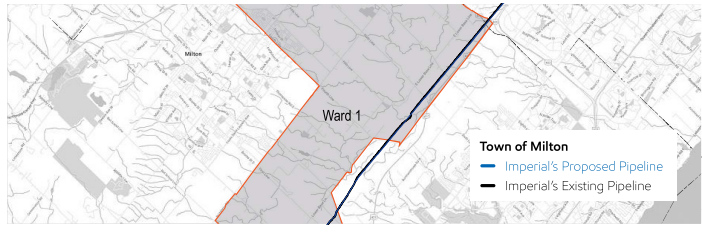
Wednesday, July 25, 2018
4:30-5:30 and 6-7:30 PM

Milton Town Hall - Milton Room
150 Mary Street
Milton ON

RSVP: Milton@Imperial.on.ca

For further information or to review the notice of study, please visit:
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Town of Milton
- Imperial's Proposed Pipeline
- Imperial's Existing Pipeline



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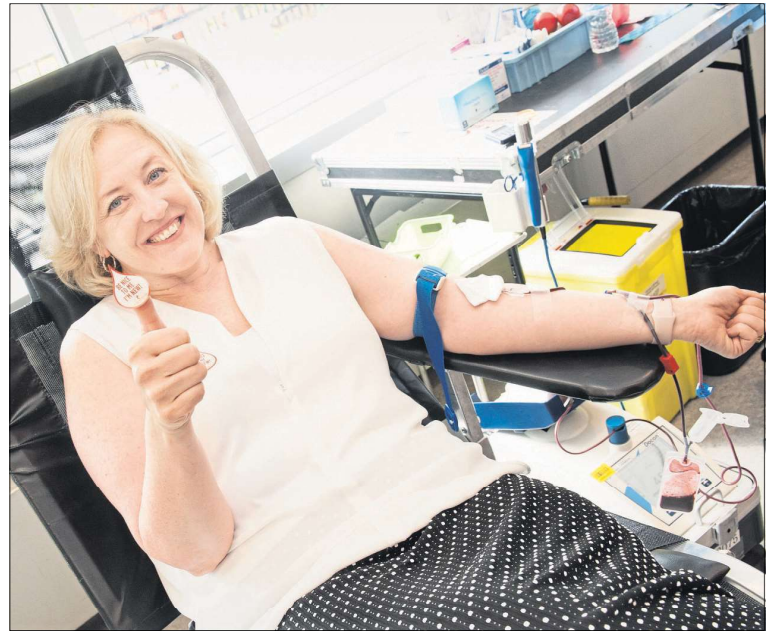


Thank you to our generous sponsors, golfers and volunteers for their support of the Milton District Hospital Foundation.



COMMUNITY

GIVING THE GIFT OF LIFE



Graham Paine/Metroland

Milton MP Lisa Raitt lends her arm in support of the Canadian Blood Services' summer blood drive, a time when donations are typically down, by being a first-time donor Saturday (July 14) at Milton Sports Centre. It was hoped 100 donations would be made during the four-hour clinic.

Waterdown to Finch Project



Community Information Session

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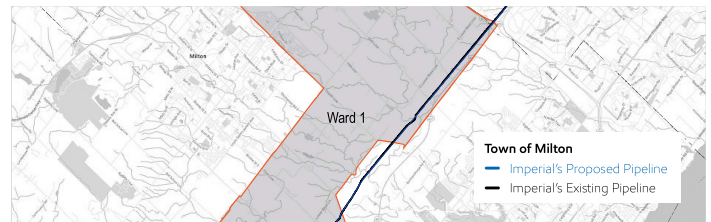
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Milton ON

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Waterdown to Finch Project



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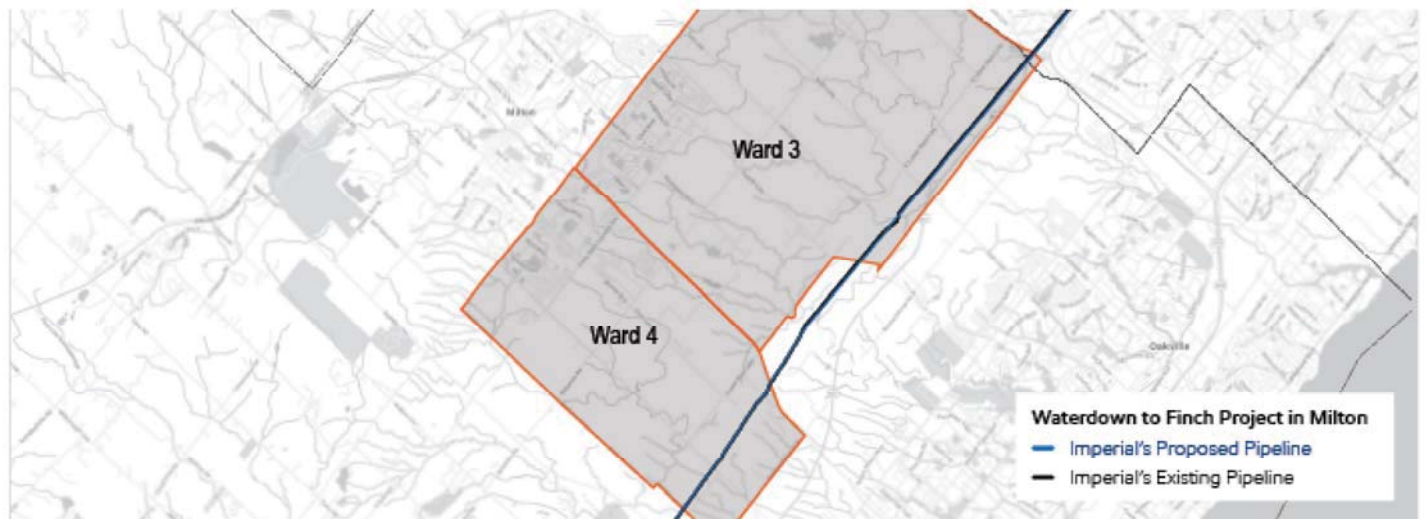
Milton Town Hall:

Milton Room
150 Mary Street, Milton
ON L9T 6Z5

RSVP: Milton@Imperialon.ca

For further information:
T: **416.586.1915**

All regional maps and project information can be found at:
imperialoil.ca/waterdowntofinch



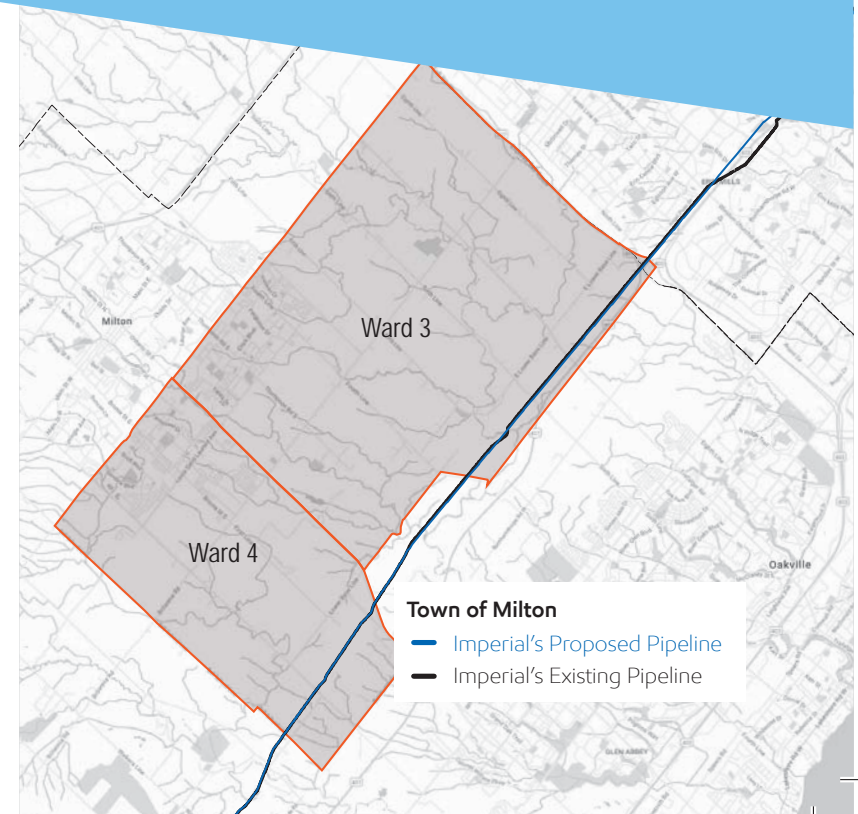
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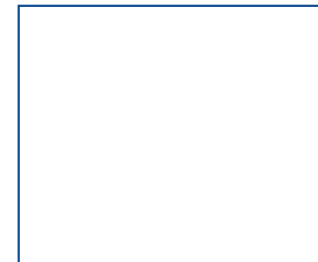
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For further information please visit:
imperialoil.ca/waterdowntofinch
or call: **416-586-1915**

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Lowe's and RONA stores across Halton did their part towards a nation-wide \$1.1 million Be A Hero campaign to aid community groups throughout Canada.

Five outlets in the region raised a combined \$19,274.29, with the Milton Lowe's leading the way with \$8,267.82. That tally, plus the \$4,562.25 collected at Lowe's in Burlington, will go to Halton Women's Place, which has shelters in both communities.

RONA Oakville's Windsor Drive and Speers Road locations raised \$3,003 and \$1,685 respectively, to go to Ian Anderson House Foundation and Fare Share Food Bank.

Burlington Rotary Community Hospice will be the recipient of \$1,756.13, thanks to donations at RONA Burlington.

Lowe's Canada matched 50 per cent of all funds raised through the in-store campaign, up to a maximum of \$2,000 per store.

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Waterdown to Finch Project

Imperial Esso Mobil

Community Information Session

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RSVP: Milton@Imperialon.ca
For further information:
T: 416.586.1915

All regional maps and project information can be found at:
imperialoil.ca/waterdowntofinch

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COMMUNITY

WHAT'S ON THIS WEEKEND

1

YULETIDE FAYRE

When: Saturday Nov. 3 from 9:00 a.m. to 2:00 p.m.
Where: Grace Anglican Church, 317 Main Street East, Milton
More Info: Enjoy one of the best lunches in town while getting a jump on your holiday shopping. See a variety of local arts and crafts, and even pick up a tasty treat at the bake table.

2

ST. ANDREW'S CHRISTMAS CRAFT SALE

When: Saturday Nov. 3 from 9:00 a.m. to 2:00 p.m.
Where: St. Andrew's United Church, 89 Mountainview Road South, Halton Hills
More Info: The 6th annual sale includes a Santa and a golf contest.

3

FALL LOCKDOWN 2018

When: Saturday Nov 3, 7:00 p.m. to 12:00 a.m.
Where: 8560 Tremaine Road, Milton ON
More Info: Is the Lucas House in Milton haunted? Come find out.

4

CHANTAL KREVIAZUK AND RAINE MAIDA: MOON VS. SUN

When: Saturday Nov. 3, 8:00 p.m. to 11:59 p.m.
Where: FirstOntario Arts Centre Milton, 1010 Main Street Street E., Milton
More Info: Our Lady Peace front main Raine Maida teams up with Chantal Kreviazuk for their first ever project, exploring the depth of their partnership and musical influences.

5

ANANDI BHATTACHARYA

When: Sunday Nov. 4 from 7:00p.m. to 10:00 p.m.
Where: The Burlington Performing Arts Centre
More Info: Hear a Contemporary take on classic Indian music with Bhattacharya.

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Waterdown to Finch Project



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RSVP: Milton@Imperialon.ca

For further information:
T: 416.586.1915

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Waterdown to Finch Project



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**Monday, July 16, 2018
6:00 – 8:00 PM**

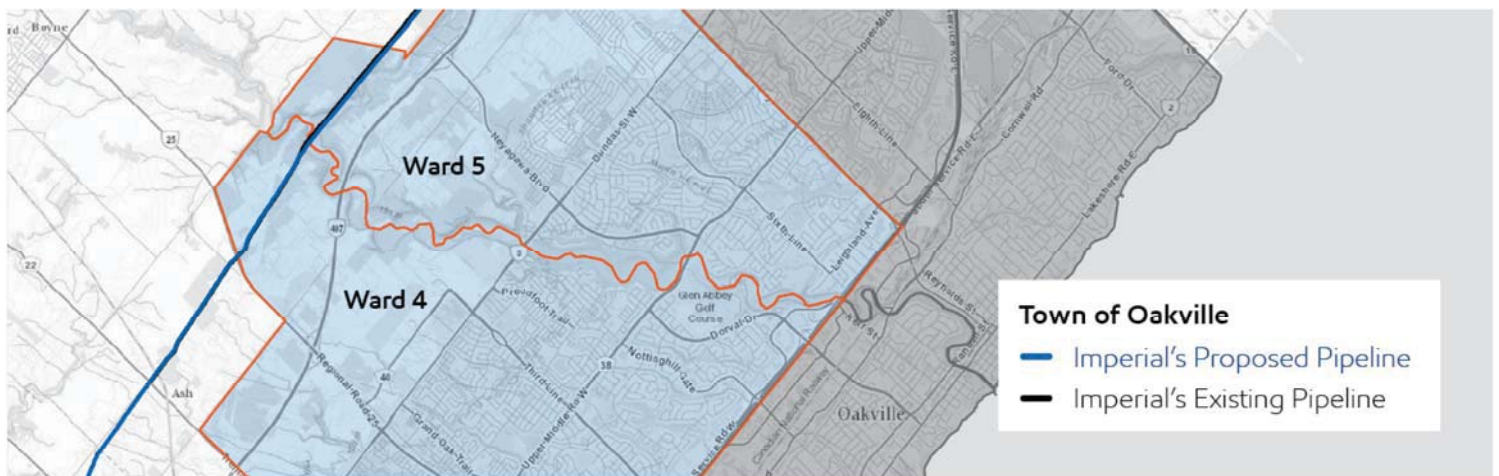
**River Oaks Community Centre
Meeting Room B
2400 Sixth Line, Oakville, ON**

RSVP: Oakville@imperialon.ca

For further information or to review the notice of study, please visit:

imperialoil.ca/waterdowntofinch

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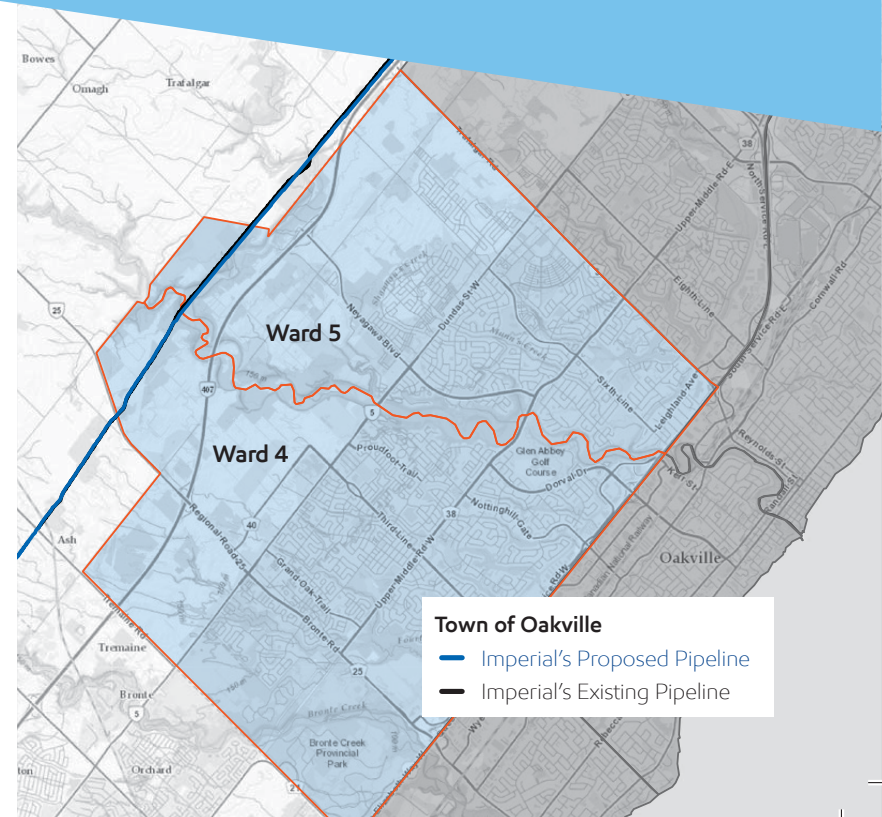


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Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. In addition to working with the regulatory bodies and different levels of government on permitting, Imperial wants to share project details and answer questions at our community information sessions in the summer and fall of 2018.



Community Information Session

We look to our local community members and governments to have a discussion and provide feedback about Imperial's Waterdown to Finch Project, the proposed route and the environmental assessment. Join us:

Monday, July 16, 2018
6:00 – 8:00 PM

River Oaks Community Centre
Meeting Room B
2400 Sixth Line, Oakville, ON

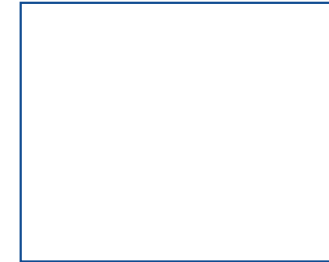
RSVP: Oakville@imperialon.ca

For further information or to review the notice of environmental assessment, please visit:

imperialoil.ca/waterdowntofinch

You can also reach us at **416.586.1915**

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* Arbor Memorial Inc. survey of 1,033 Canadians conducted by Environics Research Group Ltd. in August 2015

FORE A GOOD CAUSE



Graham Paine/Metroland

From left, Dr. Terry Papneja, President, Aim for Seva, Arun Luthra, treasurer Aim for Seva, and event co-chairs Ray Khanna and Shawn Anand get ready to tee off at the June 24 Maharaja's Golf Classic at Glen Abbey Golf Club. The tournament was in support of Aim for Seva. The All India Movement (AIM) for Seva is a NGO involved in providing value-based education to rural and tribal children across India.

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Waterdown to Finch Project


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Town of Oakville
— Imperial's Proposed Pipeline
— Imperial's Existing Pipeline

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COMMUNITY

SCHOOL SUPPLIES FOR YOUTH ABROAD



Nikki Wesley/Metroland

From left, Amanda and Alicia Sullivan, Sunningdale Public School Principal Loui Silvestri, David and Daniel Sullivan, and David MacDonald show off the bins filled with school supplies collected at Guy's Hill Primary School in Jamaica. The Sullivan family is committed to outfitting youth attending the rural Caribbean school with supplies to help them achieve academic success. The Sullivans are also accepting financial donations to purchase pencils, pens, erasers, sharpeners, rulers, crayons and notebooks – enough to outfit each Guy's Hill Primary School student with classroom essentials. To make a donation, search Supplies for Better Learning at www.gofundme.com.

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Oakville Soccer Club:

Edith Sorensen Community Room
1520 Pine Glen Road, Oakville
ON L6M 4P4

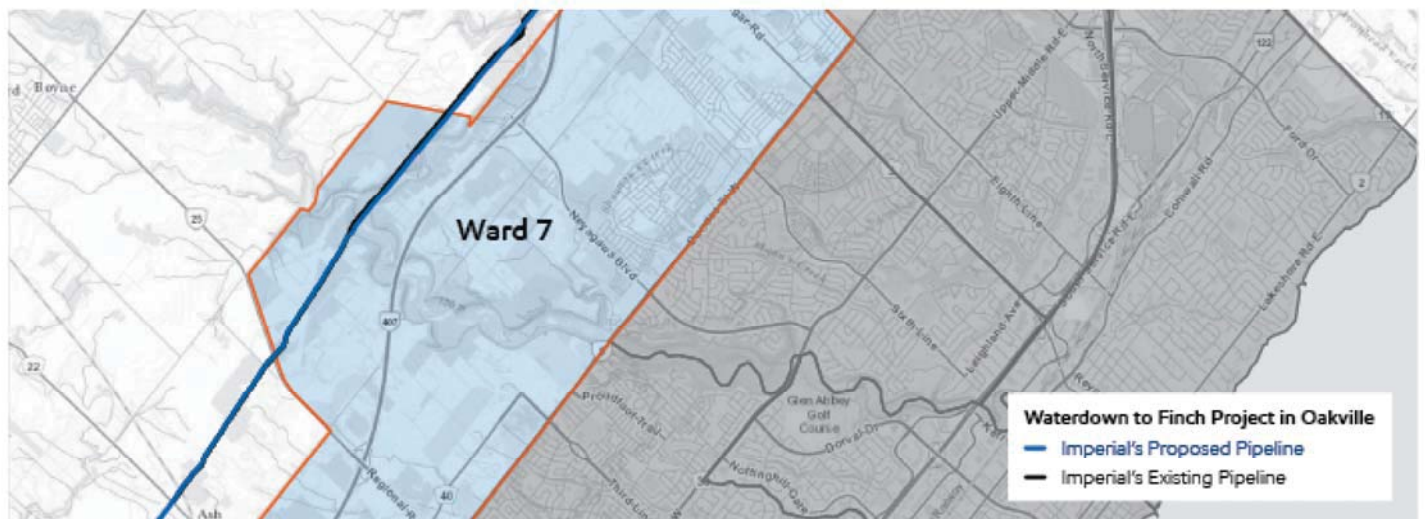
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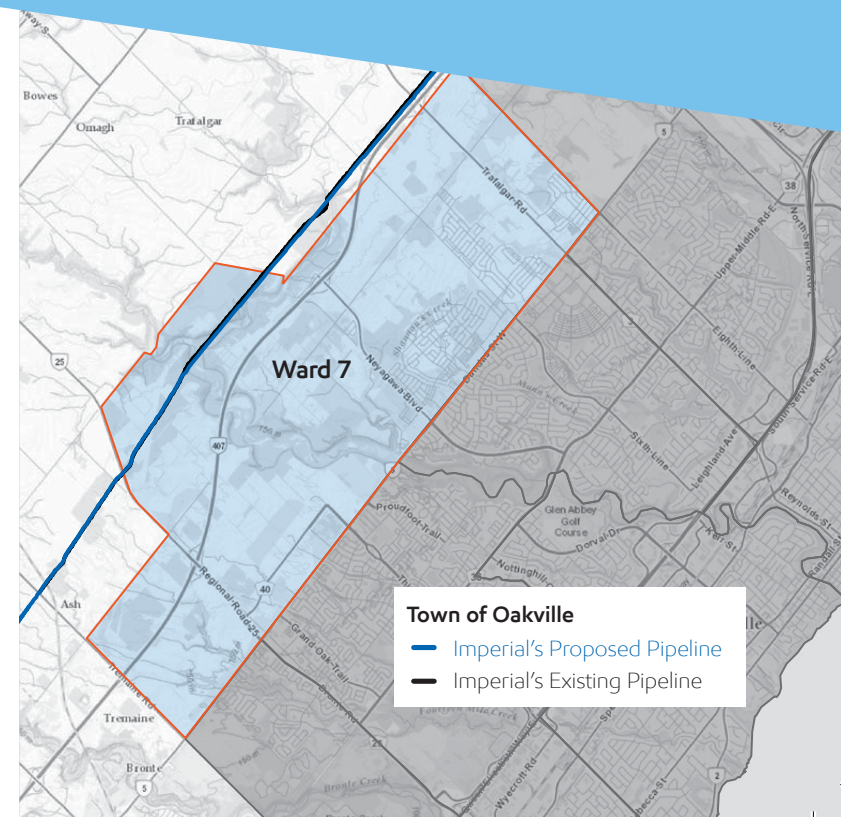
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Imperial
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Waterdown, ON
L8B 1K5



NEWS

HALTON CATHOLIC SCHOOL BOARD NAMES 5-PERSON ELECTION AUDIT COMMITTEE

THE COMMITTEE OVERSEES REQUESTED EXPENSE AUDITS OF CANDIDATES FOR CATHOLIC SCHOOL BOARD TRUSTEE.

SAIRA PEESKER
speesker@metroland.com

Halton's Catholic school board has named five people to form the committee that will oversee audits of trustee candidates' election expenses. The Halton Catholic District School Board's compliance audit committee, as of Dec. 1, will include Jerry Fahrner and David Morton, external members of the board's audit committee; Careen Thompson and Filomena



Halton Catholic school board logo

Volante, co-chairs of its Catholic parent involvement committee; and Fred Sweeney, a former director of education at the board. "The committee is tasked with reviewing written applications submitted... by an (elector) that is requesting an audit of a candidate's campaign election finances," states a report received by trustees at their final meeting as a board on Tuesday, Oct. 16. New trustees will be elected during the municipal election on Monday, Oct.

22. "It is the responsibility of the committee to either grant or reject an audit request... and if granted, the committee is also tasked with appointing an auditor and reviewing the resulting audit report. "Those selected for the role can not be members or employees of the board, candidates for election in the current cycle or registered third-party advertisers. The four-year term runs from December until Nov. 30, 2022, with members working only on an as-needed basis.

Waterdown to Finch Project

Community Information Session

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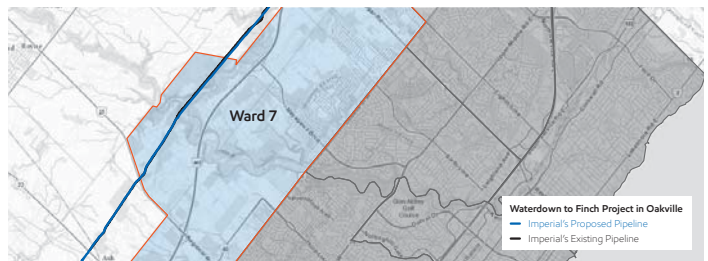
Wednesday, November 14, 2018
3:30-4:30 and 5:30-7 PM

Oakville Soccer Club:
Edith Sorensen Community Room
1520 Pine Glen Road, Oakville
ON L6M 4P4

RSVP: Oakville@imperialon.ca

For further information:
T: 416.586.1915

All regional maps and project information can be found at:
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*Please note: in this area the new line will be in close vicinity to the existing pipeline route.

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NEWS

GARY CARR ENTERS FOURTH TERM AS HALTON REGION CHAIR

Gary Carr was elected to his fourth term as Halton Region Chair, defeating the only other candidate for the job, Anne Marsden.

Carr won with 79,775 votes while Marsden had 41,136 votes. The 63-year-old incumbent campaigned on a platform of experience and leadership throughout an almost three-decade political career as an MPP, an MP and legislature speaker, prior to being elected regional chair in 2006.

"We need a regional chair with strong experienced leadership and a proven track record in or-

der to keep Halton Region the best," said Carr.

Halton has the best record in all of Canada in keeping taxes low, investing in infrastructure, programs for people, protecting the environment and creating jobs, he said.

"As chair, we will continue to create jobs."

As Halton prepares to update its official plan, Carr said he has been vocal in meetings with Halton mayors and the province, that the official plan will be a "made-in Halton" plan, not one written in Queen's Park."



Graham Paine/Metroland



Top: Halton Regional Council chambers Left: Incumbent regional chair Gary Carr was victorious over the only other candidate, Anne Marsden.

Waterdown to Finch Project



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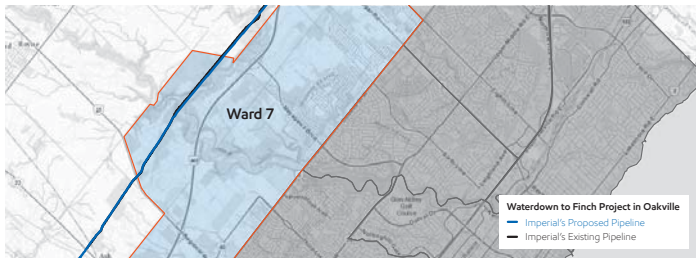
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Waterdown to Finch Project



Community Information Session

Imperial's Sarnia Products Pipeline provides gasoline, diesel and jet fuel for households and businesses across the Greater Toronto and Hamilton Area. To support continued reliability, Imperial plans to replace approximately 63-kilometres of pipeline between Imperial's Waterdown pump station and the company's terminal in Toronto's North York.

Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. Imperial wants to share project details and answer questions at our upcoming community information sessions.

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3:30-4:30 and 6-7:30 PM

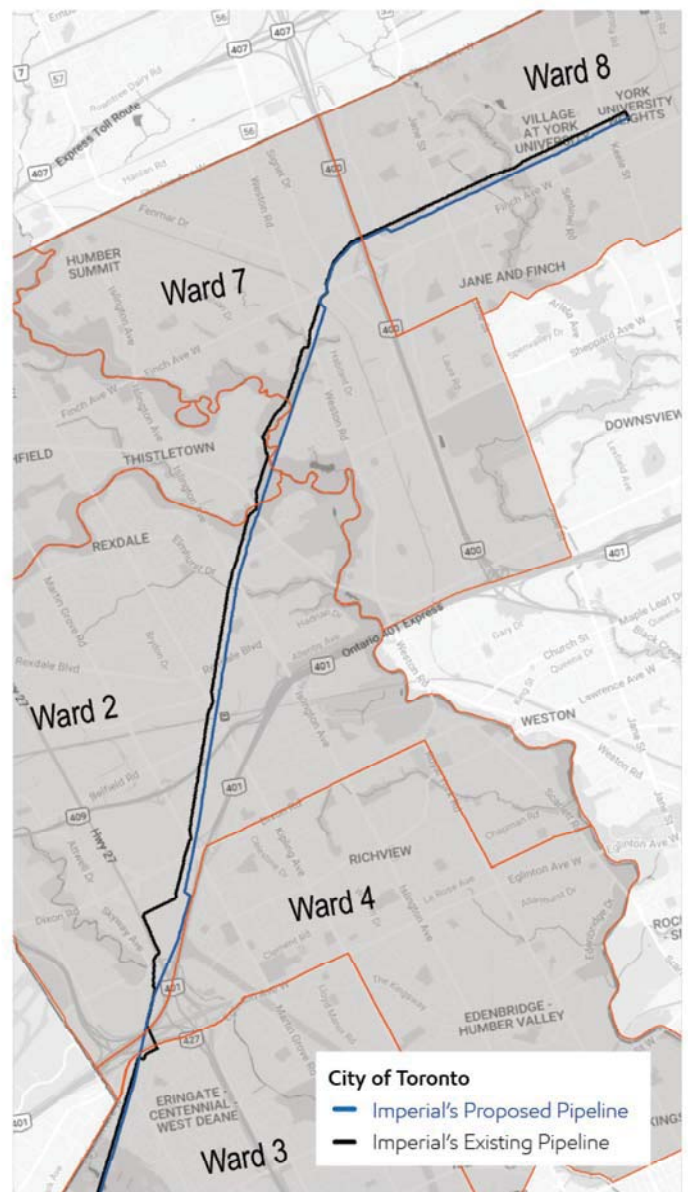
Royal Canadian Legion
Branch 286 - Main Hall
11 Irwin Road, Toronto,
ON M9W 2P6

RSVP: Toronto@Imperialon.ca

For further information or to review the notice of study, please visit:

imperialoil.ca/waterdowntofinch

You can also reach us at **416.586.1915**

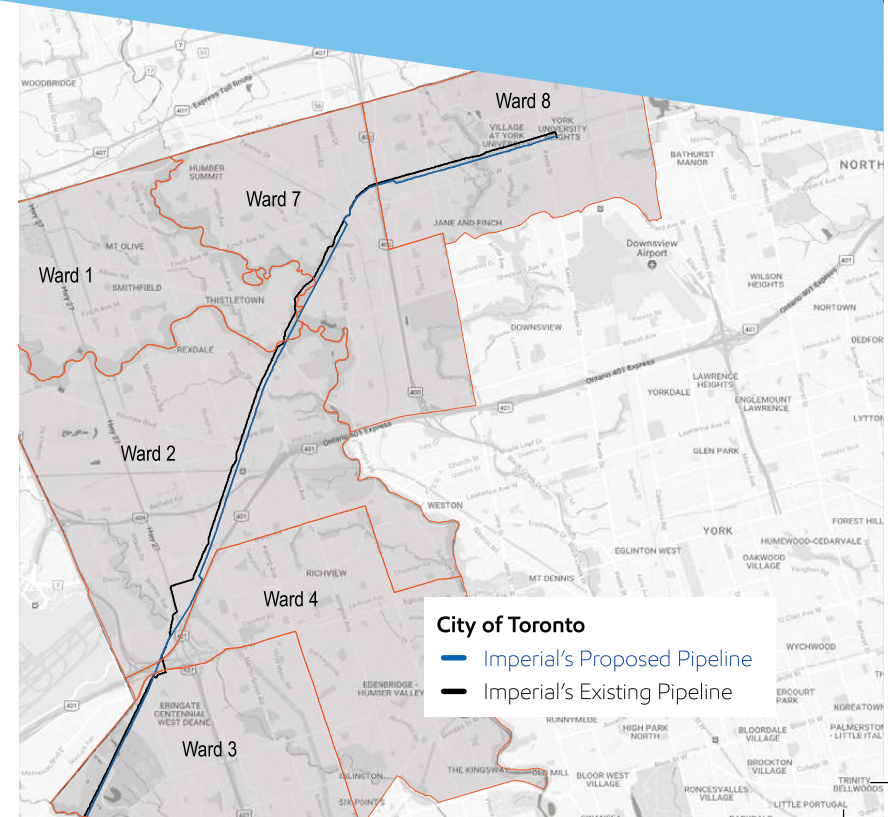


Waterdown to Finch Project



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Imperial will apply for a Leave to Construct from the Ontario Energy Board in 2019. In addition to working with the regulatory bodies and different levels of government on permitting, Imperial wants to share project details and answer questions at our community information sessions in the summer and fall of 2018.



Community Information Session

We look to our local community members and governments to have a discussion and provide feedback about Imperial's Waterdown to Finch Project, the proposed route and the environmental study. Join us:

Wednesday, July, 18, 2018
3:30-4:30 and 6-7:30 PM

Royal Canadian Legion Branch 286
Main Hall
11 Irwin Road, Toronto, ON M9W 2P6

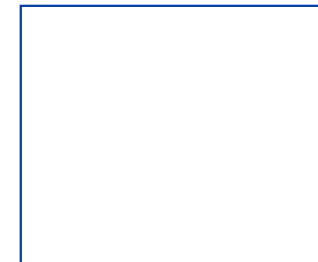
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Waterdown, ON
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CONTRIBUTED

FRANCES BELLIS CELEBRATES 100TH BIRTHDAY WITH FAMILY

GREAT-GRANDMOTHER MADE UNIFORMS FOR CANADIAN SOLDIERS IN SECOND WORLD WAR

JOAN VASTOKAS
 newsroom@toronto.com

An Etobicoke resident since 1945, Mrs. Frances Bellis turns 100 years of age on July 13.

Born in New York City in Brooklyn in 1918, Bellis is the eldest daughter of Lithuanian immigrants Pranas (Frank) and Anastasia Gaizauskas. The family repatriated in 1922 when Lithuania was liberated from Russia.

When political conditions once again deteriorated, the family moved to Canada in 1929.

She attended Charles D. Fraser Junior Public School and Central Technical School before joining her father's tailoring busi-

ness on Adelaide Street in downtown Toronto.

After marriage to Joseph Bellis (formerly Belickas), whom she met in the choir at St. John the Baptist Catholic Church, they had three daughters: Joan Vastokas, Marilyn Moortgat and Constance Krille. She has four grandchildren and three great-grandsons, each of whom she is most proud.

During the Second World War, Bellis worked for Tip Top Tailors, crafting uniforms for the Canadian military. For this service, child care was paid for by government wartime funds. When the war ended, Bellis and her family moved to their present home on Waniska Avenue

in Etobicoke, a bungalow built by her husband and his various tradesmen friends of mostly Italian immigrant background.

In the late 1940s and early 1950s, Bellis helped out the local Girl Guides company as badge secretary, teaching and testing guides for their merit badges. After various tailoring positions, she joined the Simpson's department store in the then-new Sherway Gardens - her favourite job of all, she said. There, she worked in the fabrics department, and she attended fashion shows for the company and advised customers on fabrics and sewing tips.

She retired in 1980 to care for her ailing husband until his death in 1981. Since then, she has spent her time gardening, both at home and at her eldest daughter's farm near Queensborough, in eastern Ontario, where she enjoyed

watching the young Angus calves cavorting over the hillsides in springtime.

These days, she spends her time reading the Toronto Star in all its detail, and detective novels - Grisham is her favourite - and watching daily TV news reports of both Canadian and American politics.

Her greatest pleasure of all has been the birth of three great-grandsons and seeing them develop to school age.

Congratulations on her centennial have been received from the Queen, Pope Francis, Prime Minister Justin Trudeau, Gov. Gen. Julie Payette, and former Etobicoke-Lakeshore MPP Peter Milczyn.

Forty invited guests are expected at a barbecue party catered by chef Manny on Saturday, July 14.



Joan Vastokas/photo

Frances Bellis, who made Canadian military uniforms during the Second World War, turns 100 on July 14.

- Joan Vastokas is Frances Bellis' eldest daughter.

Waterdown to Finch Project



Community Information Session

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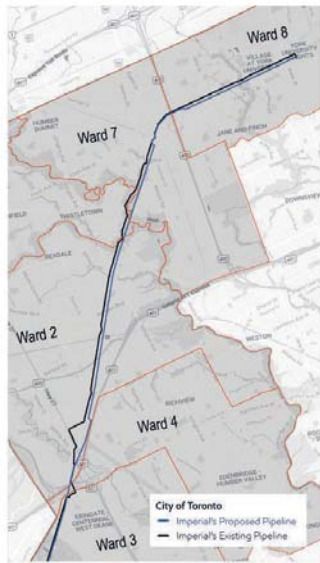
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14 OPINION

City Hall security measures will change civic life

David Nickle wonders whether tightened security is necessary

By the end of the summer, Toronto City Hall will be a very different place.

Not far inside the front door, security guards will be stationed, and members of the public will be subject to a search of their bags. If they're attending a meeting of city council, they'll be subject to a second search with a metal detector before they can go to the public gallery of the council chamber.

Once there, they'll find themselves watching the meeting over an enhanced barrier separating them from their councillors and mayor. The same will hold true in committee rooms, where a barrier will separate politicians from the public.

Maybe it is for the best. Toronto council certainly deemed it so, when in the late hours of June 28 they voted to approve the enhanced security measures recommended by staff and police.

And writing this from my desk in an office at City Hall, after a gunman murdered five people in a newspaper office, it is hard not to agree. Sometimes people do terrible things; and undeniably seats of government, power and influence can sometimes be a target.

Once all of these measures are in place, it's hard to say whether City Hall will be any less of a target than it is now. But it will certainly be a hardened target.

The question, of course, is what else City Hall will be in September. Right now, Toronto City Hall is a very open place. If you're a member of the public, you can walk in and conduct business without more than a friendly nod from security. If you want to attend a committee meeting, you're free to do so. Security guards are present at council meetings and will sometimes ask to look in your bag as you enter the chamber. But it is low key. City Hall has always operated on the premise that it is the seat of government that is closest to its constituents, and it operates accordingly.



DAVID NICKLE
Column

with. There has not been a terror attack, or a gunman, or anything else that would warrant a lockdown like this. This could, of course, all change in a heartbeat. But for now the security solution exists absent a visible problem. Care must be taken, that its heavy application doesn't become a problem itself.

David Nickle is a reporter and columnist covering Toronto City Hall for Toronto.com. He can be reached at dnickle@toronto.com. Follow him on Twitter at [@davidnickle](https://twitter.com/davidnickle), and Toronto.com on Facebook.

Maybe it's still for the best. Everybody attending these meetings will, after all, be protected from one or two hypothetical attackers.

That reassurance would be firmer if at any point Toronto City Hall had been the target of an attack. But in its history, it has not. There have been boisterous protests, certainly. There have been disturbances that security and sometimes police have had to deal

process again.

I suspect that a lot of people simply won't want to go through that process at all, and will stay away. Certainly, as Parkdale-High Park Councillor Gord Perks pointed out, if you're marginalized and have an uneasy relationship with law enforcement, you'll find little comfort in the security measures in place.

Everybody attending these meetings will, after all, be protected from one or two hypothetical attackers.

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Waterdown to Finch Project

Imperial Esso Mobil

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City of Toronto
Imperial's Proposed Pipeline
Imperial's Existing Pipeline

Ward 5 - Councillor Di Ciano and City of Toronto

COMMUNITY ENVIRONMENT DAY

Saturday, July 14, 2018 | 10:00 a.m. to 2:00 p.m.
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[f Councillor Justin Di Ciano](https://www.facebook.com/JustinDiCiano) [@JustinDiCiano](https://twitter.com/JustinDiCiano) [@Councillor_DiCiano](https://www.instagram.com/Councillor_DiCiano)

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- Household Hazardous Waste (e.g., cleaning supplies and solvents, motor oil, paint, batteries, E-cigarettes, old/unused medication, mercury thermometers/thermostats, pesticides, fluorescent and compact fluorescent bulbs, propane tanks, gasoline, etc.)

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- Corks, cork boards, clipboards
- Dress up clothing (costumes, prom dresses, uniforms)

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- Books (excluding school/university curriculum books)
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WATERDOWN TO FINCH

Waterdown to Finch Project



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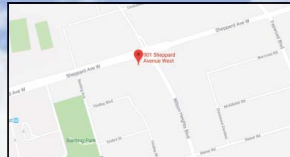
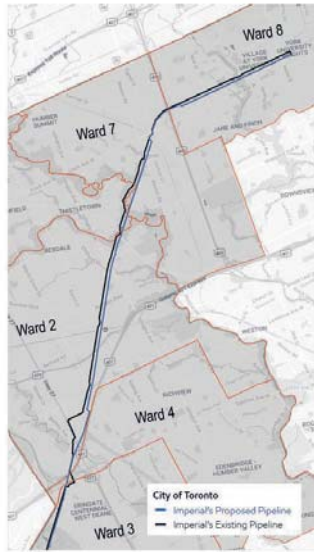
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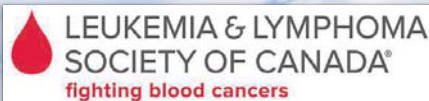
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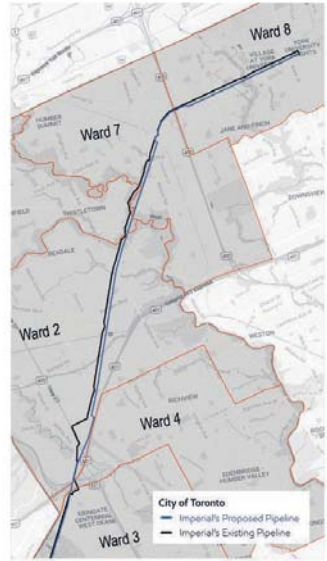
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CONSUMER FEATURE



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Community Information Session

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3:30-4:30 and 5:30-7 PM

Royal Canadian Legion:

Branch 286 - Irwin Hall
11 Irwin Road, Rexdale,
ON M9W 2P6

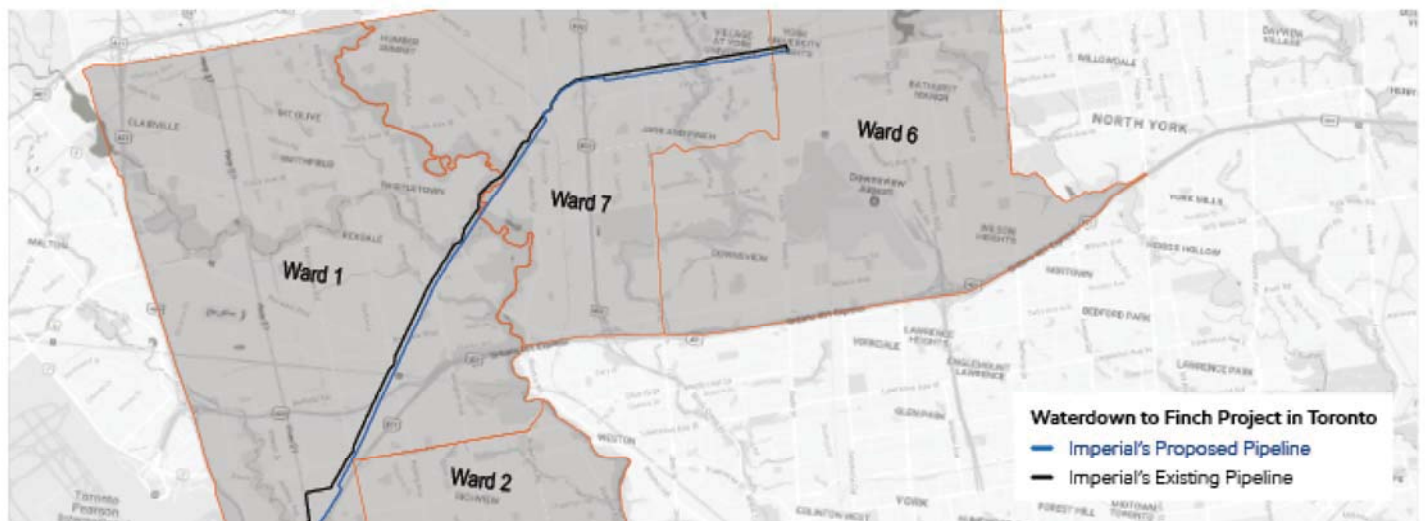
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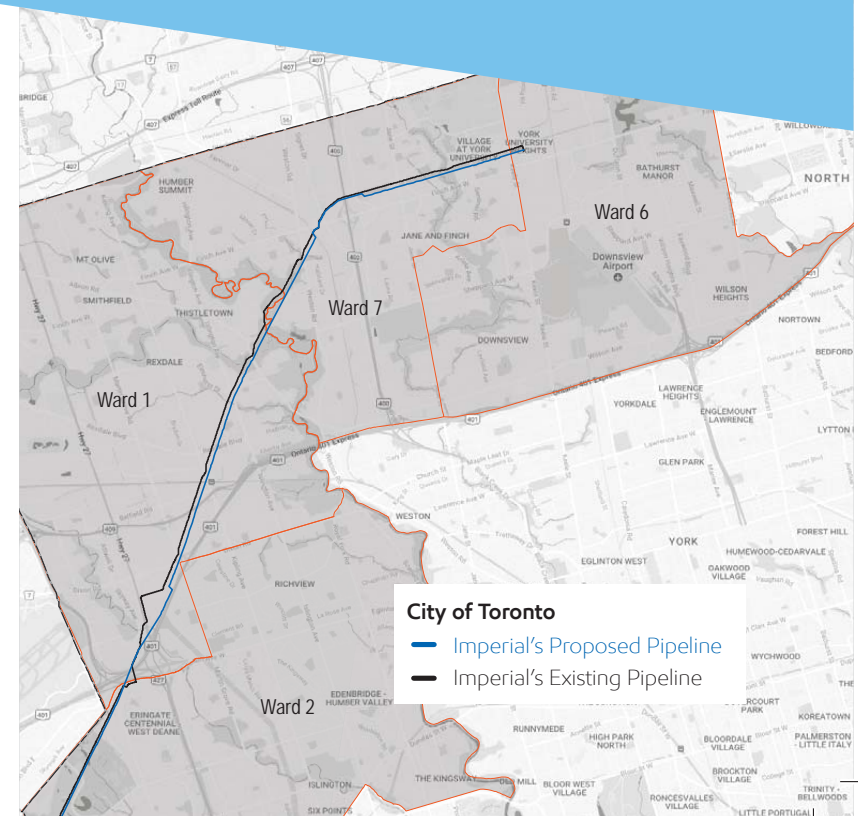


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Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join Imperial representatives at our upcoming community information sessions where you can learn more about the Project, Ontario Energy Board's Leave to Construct process, and its associated environmental report.



Community Information Session

Imperial will also share how the Waterdown to Finch Project has incorporated feedback heard from residents, updates to the Project schedule, construction methods and associated mitigation measures.

Tuesday, November 13, 2018
3:30-4:30 PM and 5:30-7:00 PM

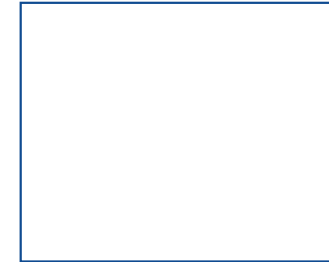
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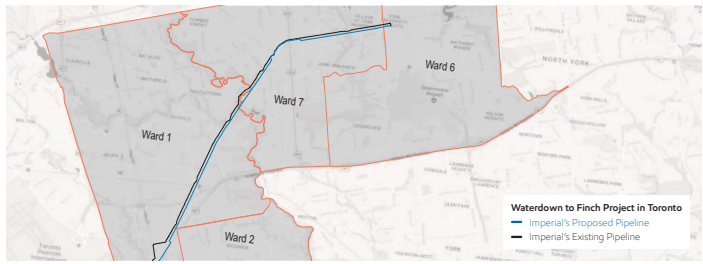
**Safety and reliability:
Pipeline replacement in Etobicoke**

To support continued reliable supply of diesel, gasoline, and jet fuel for the Greater Toronto and Hamilton Area, Imperial plans to replace approximately 63-km of the Sarnia Products Pipeline between Waterdown and North York. This involves replacing the existing 12-inch pipeline with a new 12-inch pipeline. Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019.

Imperial's website imperialoil.ca/waterdowntofinch is a dedicated source for information about the Project. Here you will find Project maps, important information about land, regulatory and permitting approvals, how we are minimizing construction impacts, our environmental and heritage planning process, public, community, and Indigenous engagement and more.

Your feedback is important to us. Please provide your comments or questions through our dedicated Project phone line or email address.

Telephone: 416.586.1915
Email: questions@imperialon.ca
imperialoil.ca/waterdowntofinch



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12 FOOD AND DRINK

5 BEST RESTAURANTS NEAR SHOPS AT DON MILLS SELECTED BY OPENTABLE DINERS

Looking for the best restaurants in North York? You're in the right place.

Each month, OpenTable analyzes more than 400,000 new diner reviews. We sort the results by category to help you discover new favourites. It's a great partnership - you reserve, eat and review, and we share the best of the best. Enjoy!

Diwan at the Aga Khan Museum

Enjoy a spectacular view of the Aga Khan Park while sampling food inspired by the Middle East, North Africa, and the Indian subcontinent. Diwan's elegant interior - complete with floor-to-ceiling windows - features 19th-century wooden panels hand-carved and painted in Damascus.

Dining Style: Casual Elegant

Cuisines: Middle Eastern, Indian, African
Aga Khan Museum, 77

Wynford Dr.
416-646-4670

Fabbrica

Fabbrica blends a convivial atmosphere with authentic and rustic Italian cuisine made from the finest ingredients. Designed by Giannone Petricone and anchored by a Neapolitan wood-burning oven, guests flock to Fabbrica for traditional flavours in an approachable setting.

Dining Style: Casual Elegant

Cuisine: Italian, Mediterranean

49 Karl Fraser Rd.
416-391-0307

Taylor's Landing

Taylor's Landing Bar Grill Hub is a unique concept based on fantastic, scratch-cooked fresh food and a lively bar highlighting a large selection of imported and local beers, as well as a long and diverse list of tequilas, mescals, craft cocktails, and numerous wines by the glass and bottle.



OpenTable/photo

Favoured restaurants near Shops at Don Mills include Diwan at the Aga Khan Museum

Their kitchen uses as much fresh, local and sustainable food product as possible. They offer an extensive selection of small plates for convivial sharing and of course great burgers, generous salads, and satisfying mains. No occasion is required for Taylor's Landing; it is a fun, no rules bar and grill.

Dining Style: Casual Dining

Cuisines: Global, International, Canadian
10 O'Neill Rd.
647-943-6318

Bier Markt - Don Mills

Bier Markt first opened its doors in Toronto in 1999 and has grown to eight unique restaurants in Toronto, Ottawa, Montreal and St. John's. Bier Markt draws its inspiration from Northern Europe - its culture, its passion for food

and, of course, its dedication to the beautiful art of brewing beer.

Expect a lively atmosphere with live entertainment every Thursday-Saturday. Each restaurant has its own built-in stage to feature great, local cover bands playing the best of today's and yesterday's anthems. Bier Markt's exceptional A/V packages also make it a great place to catch the game with friends.

Dining Style: Casual Dining

Cuisines: European, Seafood

7 O'Neill Rd.
416-862-7075

Glow Fresh Grill & Wine Bar

Glow Fresh Grill & Wine Bar is a casually elegant new concept restaurant. The menu is inspired by Canada's leading healthy living expert Rose Reisman. It features fresh, seasonal and innovative meals, prepared to enhance the natural richness

of the ingredients.

Serving food with fewer calories, less fat and less preservatives, Glow embraces the "less is more" essence of Rose Reisman's Eating Well philosophy. Glow also features a fine wine selection, stunning design punctuated by world-class art and an understated professional service team. You'll have more than a meal, you'll have an experience.

Dining Style: Casual Elegant

Cuisines: International
7 Marie Labatte Rd.

416-384-1133

To see more of the best restaurants near the Shops at Don Mills, visit OpenTable.ca.

OpenTable.ca's rating system is based on diners' comments and ratings for each participating restaurant.

The descriptions come from OpenTable.ca. Ratings may change.

Welcome to The Meadowway

COMMUNITY POWERED GREEN SPACES

Back to Nature

The Meadowway is a revitalization project that will eventually transform 16 kilometres of the Gattineau Hydro Corridor from mown grasses to a restored meadow habitat. Stretching from the Don Valley to the Rouge National Urban Park, the corridor will become a vibrant greenspace and a home to a variety of wildlife.

GREENSPACE under the hydro corridor is being restored! A trail system will allow visitors to enjoy the habitat and connect with nature.

Join Us on a Site Walk to Learn More

- Site 1 Walk** - Nov. 6 at 4 p.m. - Victoria Park Ave. and Biscayne Blvd.
- Site 2 Walk** - Nov. 13 at 4 p.m. - Birchmount Rd. and Yorkshire Rd.
- Site 3 Walk** - Nov. 20 at 4 p.m. - Brimley Rd. and Lawrence Ave. E.
- Site 5 Walk** - Nov. 27 at 4 p.m. - Nelson Rd. and Purpledusk Trail
- Site 6 Walk** - Dec. 4 at 4 p.m. - Military Trail and Cindy Nicholas Dr.

For more details, visit: themeadowway.ca

The Meadowway
COMMUNITY POWERED GREEN SPACES

Toronto and Region Conservation Authority

Waterdown to Finch Project

Imperial
Esso Mobil

Community Information Session

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Imperial anticipates filing a Leave to Construct application with the Ontario Energy Board in early 2019. Join us to learn more about the Project, Leave to Construct process, associated environmental report, construction methods and timelines, and how we've incorporated community feedback.

Tuesday, November 13, 2018
3:30-4:30 and 5:30-7 PM

Royal Canadian Legion
Branch 286 - Irwin Hall
11 Irwin Road, Rexdale,
ON M9W 2P6

RSVP: Toronto@Imperialon.ca

For further information:
T: **416.586.1915**

All regional maps and project information can be found at:
imperialoil.ca/waterdowntofinch

Waterdown to Finch Project in Toronto
- Imperial's Proposed Pipeline
- Imperial's Existing Pipeline

Waterdown to Finch Project



Community Information Session

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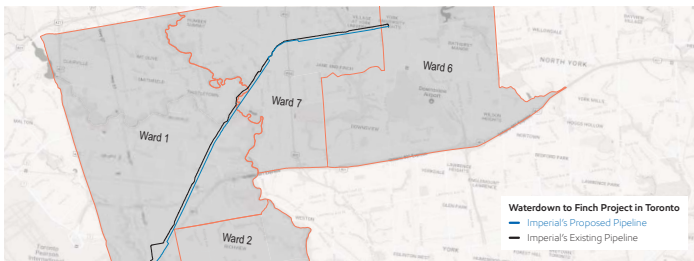
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The 2019 Milk Calendar

The 2019 Milk Calendar is here!

This year's Milk Calendar features a curated collection of 14 exceptional dairy recipes shared by real Canadians who love to cook, bake, and create with dairy.

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