



ADDITIONAL COUNCIL AGENDA

WEDNESDAY, April 24, 2013

12. CORRESPONDENCE

(a) Information Items: I-1- I-10

- I-7 An email dated April 18, 2013, from Ward 6 resident Belay Cherie opposing the rezoning application OZ 09/009/W6.

Receive and refer to Planning and Building for appropriate action

- I-8 A letter received on April 19, 2013 from the Administrative Analyst, Regulatory Projects from Union Gas Limited regarding the Brantford-Kirkwall/Parkway D Compressor Project Leave to Construction Application EB-2013-0074.

Receive for information

- I-9 A letter dated April 22, 2013, from the Vice President of Kallo Developments opposing the official plan amendment and the rezoning application OZ11/018 W5.

Receive and refer to Planning and Building for appropriate action

- I-10 An email dated April 19, 2013, from a Ward 8 resident Mel Lee regarding a liability question on Dunpar 10 tandem garages under second floor balconies on the Burnhamthorpe site.

Receive and refer to Planning and Building for appropriate action

14. BY-LAWS

- B-8 A by-law to transfer funds between various Reserve Funds and certain capital projects PN12-268 Design and Construction of Station 119 approved in prior Capital Budgets (Ward 5).

GC-0196-2013/April 3, 2013

- B-9 A by-law to transfer funds between various Reserve Funds and certain capital projects PN-09-430 Meadowvale Community Centre and Library Renovation -design approved in prior Capital Budgets (Ward 9).

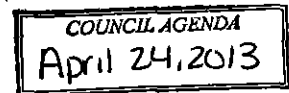
GC-0249-2013/April 17, 2013

- B-10 A by-law to establish certain lands as part of the municipal highway system for Registered Plan 43M-1775 in the vicinity of Burnhamthorpe Road East and Fieldgate Drive (Ward 3).

I-7

Carmela Radice

From: Mumtaz Alikhan
Sent: 2013/04/18 12:39 PM
To: Carmela Radice
Cc: Diana Haas
Subject: FW: FILE # OZ 09/009 W6



This is for receipt at Council re Rezoning Application to permit a Private Elementary School, 935 Eglinton Avenue West and Block 127, 43M-1034, North side of Eglinton Avenue West, West of Terry Fox Way

Owners: Masjid-e Farooq-e Azam Mississauga & Makkah Holdings Inc.

Applicant: Macaulay Shiomi Howson Ltd., **Bill 51** (Ward 6)

File: OZ 09/009 W6

Mumtaz

From: Belay Cherie
Sent: 2013/04/09 5:58 PM
To: Diana Haas
Subject: FILE # OZ 09/009 W6

Hello,

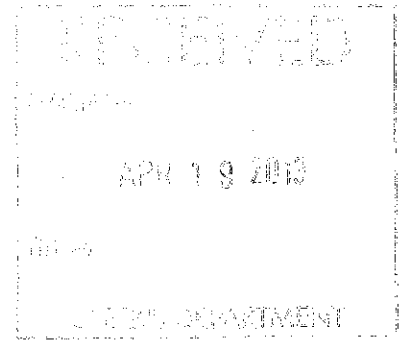
I am sending this email referring to the Public meeting for File OZ 09/009 W6 at the location 935 Eglinton Avenue West.

We are resident at Warwickshire Way.

Our concern is the traffic that could be a problem during in the morning and the afternoon. If the do have a parking lot in the area and could be accessed from Eglinton, that could be OK. Otherwise, it will be a great problem.

Thanks
Belay Cherie

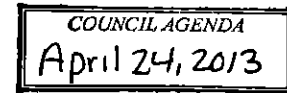
<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input checked="" type="checkbox"/> Appropriate Action
<input checked="" type="checkbox"/> Planning & Building	<input type="checkbox"/> Information
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input type="checkbox"/> Report



I-8

April 18th, 2013

BY COURIER



City of Mississauga
Civic Centre
Mississauga, ON L5B 3C1

Attn: Crystal Greer

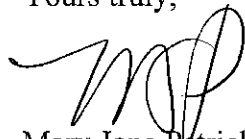
Dear Sir/Madam:

**Re: Union Gas Limited ("Union")
Brantford-Kirkwall/Parkway D Compressor Project
Leave to Construction Application
EB-2013-0074**

Union has filed an application with the Ontario Energy Board for approval to construct 13.9 kilometers of natural gas pipeline and associated facilities that will run from the City of Cambridge to the City of Hamilton. Union has also applied for approval to construct compressor facilities in the Town of Milton at the proposed Parkway West Compressor Station.

In accordance with the Letter of Direction as issued by the Ontario Energy Board on April 12, 2013, we have been instructed to serve you with a copy of the Notice of Application which includes the location map, along with Union's Notice. The aforesaid documentation is enclosed for your review.

Yours truly,



Mary Jane Patrick
Administrative Analyst, Regulatory Projects
attachment

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

I-8(a)

Ontario Energy
Board

Commission de l'énergie
de l'Ontario



EB-2013-0074

NOTICE OF APPLICATION

Union Gas Limited has applied for approval to build a natural gas pipeline and supporting infrastructure in the City of Cambridge and City of Hamilton, and for approval to recover the costs from its ratepayers

What?

Union Gas Limited (Union) has applied to the Ontario Energy Board (OEB) for approval to construct 13.9 kilometers of natural gas pipeline and associated facilities that will run from the City of Cambridge to the City of Hamilton. Union has also applied for approval to construct compressor facilities in the Town of Milton at the proposed Parkway West Compressor Station. The purpose of the compressor facilities is to move gas through the proposed new pipeline. The approximate total cost of the project is \$204 million. Please see attached maps for details of the proposed pipeline route and compressor site. Construction of the proposed pipeline is scheduled to commence in 2014. Union has also applied to recover the costs of the project from ratepayers starting when the project is completed in January 2015.

Why?

Union Gas says that the proposed project will provide greater reliability of supply and allow for more gas to flow through its main transmission system feeding the Greater Toronto Area.

The Ontario Energy Board's Role

The OEB will hold a hearing to consider whether Union's request for approval to construct the natural gas pipeline (and associated facilities) should be approved. The Board will also determine if Union will be permitted to recover the costs of the project through the rates Union charges to consumers.

Have Your Say

There are several ways you can get involved in the process:

- You can apply for intervenor status, which will allow you to participate more actively.
- You can file a Letter of Comment with the OEB.
- You can become an observer which allows you to receive OEB documents and monitor the proceeding but not take an active role.

To learn more about how to participate, please visit www.ontarioenergyboard.ca/participate

Deadlines

To become an intervenor or an observer, your deadline to file documents with the OEB is 10 days from the publication or service date of this notice. If you miss this deadline, the hearing will proceed without you. You will not receive any further notice of the proceeding.

If you choose to file a letter of comment, you must file it no later than 30 days from the publication or service date of this notice.

Personal Information

Your personal information is treated differently depending on how you choose to participate.

If you file a letter of comment or request to become an observer, your name and the content of your letter to the OEB will be put on the public record and on the OEB's website, but your personal telephone number, address, fax number or e-mail address will be removed from the letter. Any business information will be public.

If you choose to become an intervenor anything you file with the OEB including your name and personal contact information will be placed on the OEB website and will be available for the public to view.

Written vs. Oral Hearings

The OEB has not determined whether it will hold a written or oral hearing in this case. That decision will be made later in this process.

Learn More

To learn more about this hearing and your options to get involved, please visit our website www.ontarioenergyboard.ca/participate or phone our Consumer Relations Centre at 1-877-632-2727. You can access all documents related to this case by searching the file number EB-2013-0074 on the OEB website.

This hearing will be held under sections 19, 36 and 90(1) of the *Ontario Energy Board Act, 1998*, S.O. 1998 c.15 (Schedule B).

Addresses

The Board:

Ontario Energy Board
P.O. Box 2319
27th Floor
2300 Yonge Street
Toronto ON M4P 1E4
Attention: Board Secretary
Filings:
<https://www.pes.ontarioenergyboard.ca/eservice/>
E-mail: boardsec@ontarioenergyboard.ca
Tel: 1-888-632-6273 (Toll free)
Fax: 416-440-7656

The Applicant:

Union Gas Limited
P.O. Box 650
50 Keil Drive North
Chatham, ON N7M 5M1
Attention: Karen Hockin
Manager, Regulatory Initiatives

E-Mail: khockin@uniongas.com
Tel: 519-436-5473
Fax: 519-436-4671

Counsel of the Applicant:

Torys LLP
Suite 300, Maritime Life Tower
Toronto Dominion Centre
Toronto, Ontario, M5K 1N2
Attention : Crawford Smith
Tel: 416-865-8209
Fax: 416-865-7380
E-Mail: csmith@torys.com

DATED at Toronto, April 12, 2013
ONTARIO ENERGY BOARD

Original Signed By

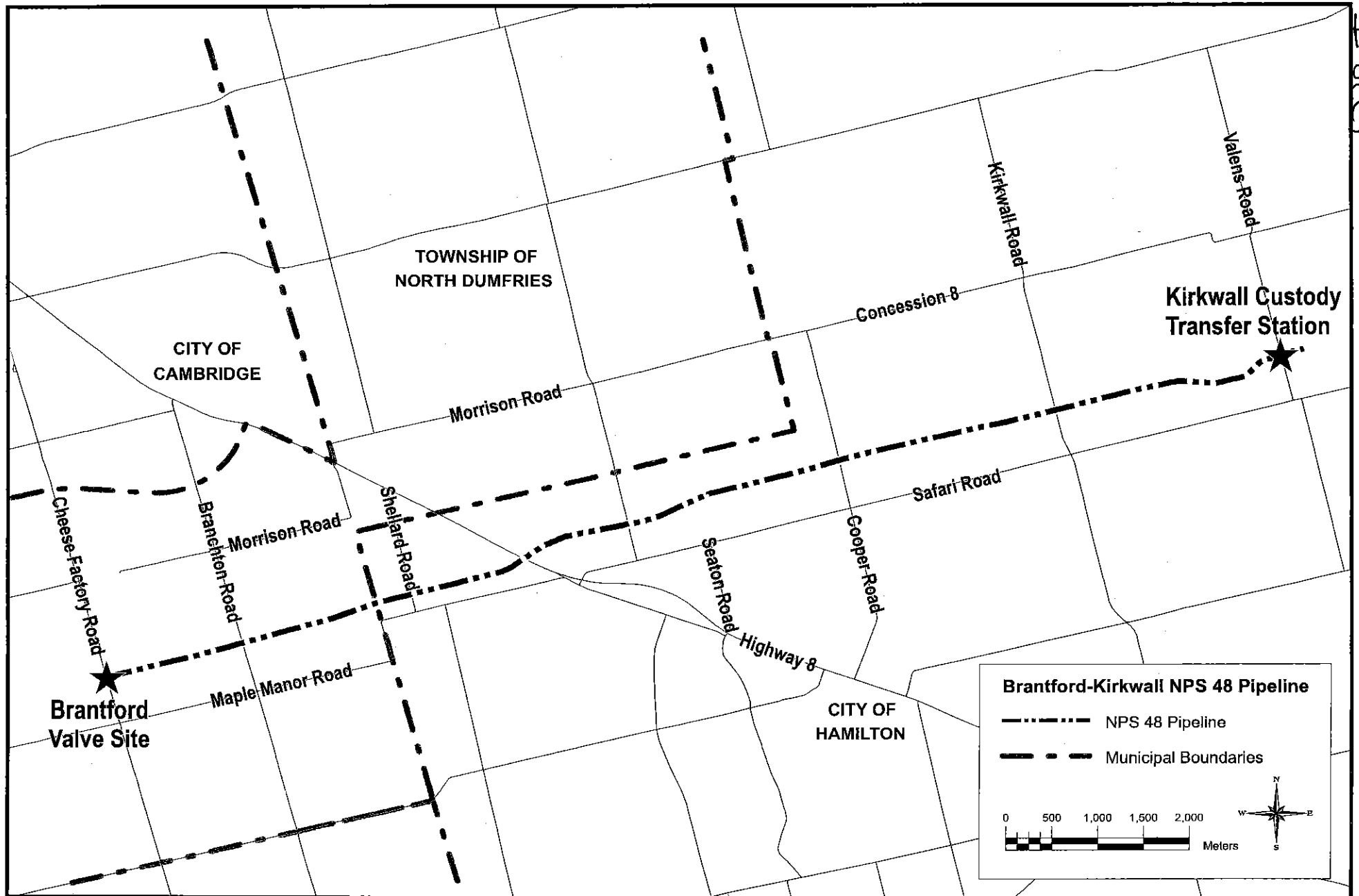
Kirsten Walli
Board Secretary

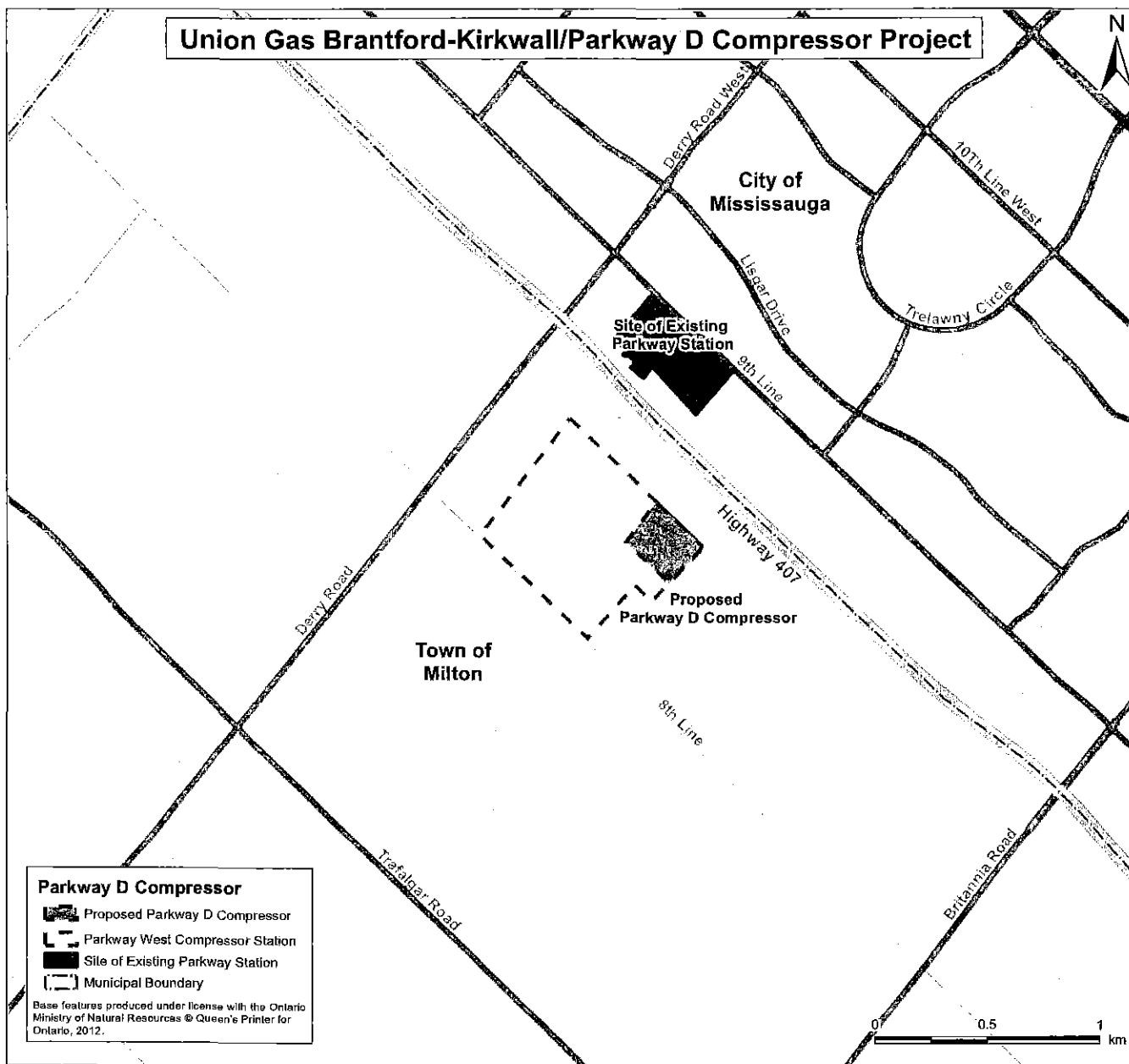
**APPENDIX A
TO
NOTICE OF APPLICATION AND HEARING
EB-2013-0074**

MAPS OF THE PROPOSED ROUTE AND COMPRESSOR SITE

Union Gas Brantford-Kirkwall/Parkway D Compressor Project

I-8(e)





I-866

ONTARIO ENERGY BOARD

IN THE MATTER OF The Ontario Energy Board Act, 1998, S.O. 1998, c.15, Schedule B, and in particular, S. 36 thereof;

AND IN THE MATTER OF The Ontario Energy Board Act, 1998, S.O. 1998, c.15, Schedule B, and in particular, S.90.(1) thereof;

AND IN THE MATTER OF The Ontario Energy Board Act, 1998, S.O. 1998, c.15, Schedule B, and in particular, S.91 thereof

AND IN THE MATTER OF an Application by Union Gas Limited for an Order or Orders for pre-approval of recovery of the cost consequences of all facilities associated with the development of the proposed Brantford-Kirkwall/Parkway D Compressor Station project;

AND IN THE MATTER OF an Application by Union Gas Limited for an Order or Orders for pre-approval of the cost consequences of two long term short haul transportation contracts;

AND IN THE MATTER OF an Application by Union Gas Limited for an Order or Orders granting leave to construct natural gas pipelines and ancillary facilities in the City of Cambridge and City of Hamilton.

UNION GAS LIMITED

1. Union Gas Limited (the "Applicant" or "Union") hereby applies to the Ontario Energy Board (the "Board"), pursuant to Section 36 of the Ontario Energy Board Act (the "Act") for an Order or Orders granting:
 - a) pre-approval of recovery of the cost consequences of all facilities associated with the development of the proposed Brantford-Kirkwall pipeline and Parkway D Compressor Station project from ratepayers;

- b) approval of an accounting order to establish the Brantford-Kirkwall/Parkway D Deferral Account.
- c) pre-approval of the cost consequences of two long term transportation contracts
2. The Applicant also hereby applies to the Board, pursuant to Section 90(1) of the Act, for an Order or Orders granting leave to construct 13.9 kilometres of NPS48 pipeline from the Brantford Valve Site to the Kirkwall Custody Transfer Station ("Proposed Pipeline").
3. The Applicant also hereby applies to the Board, pursuant to Section 91 of the Act, for an Order or Orders granting leave to construct the Parkway D Compressor, including measurement and associated facilities ("Proposed Parkway D Compressor").
4. Attached hereto as Schedule 'A' are two maps showing the general location of the proposed pipelines, and associated facilities and the municipalities, highways, railways and utility lines through, under, over, upon or across which the pipeline will pass.
5. Attached hereto as Schedule 'B' is an Executive Summary describing the proposed project.
6. The parties affected by this Application are the owners of lands over which the pipeline will be constructed, and Union's transportation and wholesale customers with respect to quality of service and security of supply. The persons affected by this application are the customers resident or located in the Municipalities, Police Villages and First Nations Reserves served by Union, together with those to whom Union sells gas, or on whose behalf Union distributes, transmits or stores gas. It is impractical to set out in this application the names and addresses of such persons because they are too numerous.

I-8(i)

7. The Applicant now therefore applies to the Board for an Order or Orders for pre-approval of recovery of the cost consequences, pre-approval of two long term transportation contracts and granting leave to construct the Proposed Pipeline as described above, as well as the Proposed Parkway D Compressor.
8. The address for service for Union is:

Union Gas Limited
P.O. Box 2001
50 Keil Drive North
Chatham, Ontario N7M 5M1
Attention: Karen Hockin
Manager, Regulatory Initiatives
Telephone: 519-436-5473
Fax: 519-436-4671
Email: khockin@uniongas.com

-and-

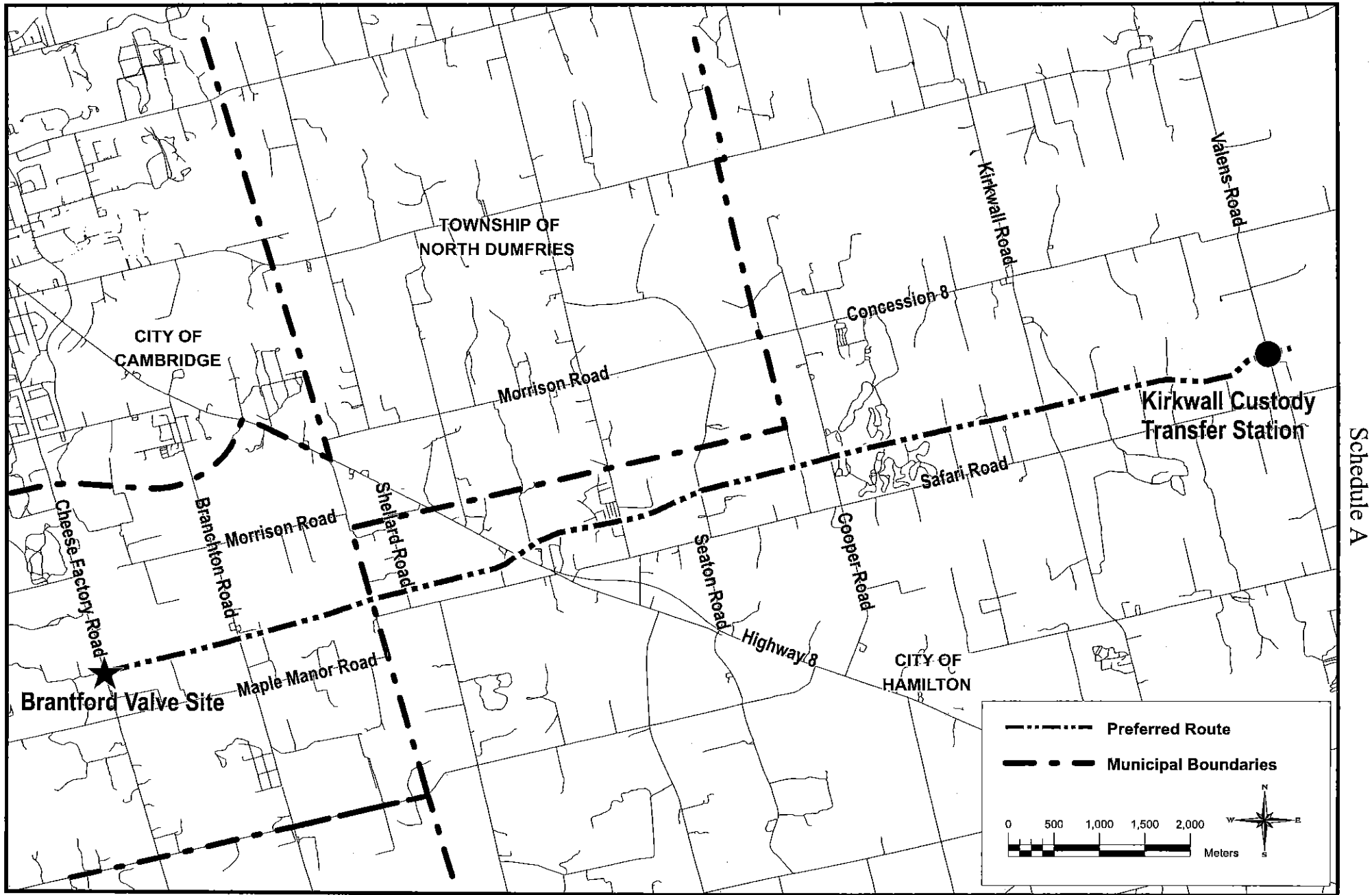
Torys LLP
Suite 300, Maritime Life Tower
P.O. Box 270, Toronto Dominion Centre
Toronto, Ontario M5K 1N2
Attention: Crawford Smith
Telephone: 416-865-8209
Fax: 416-865-7380
Email: csmith@torys.com

Dated: April 2nd, 2013

UNION GAS LIMITED

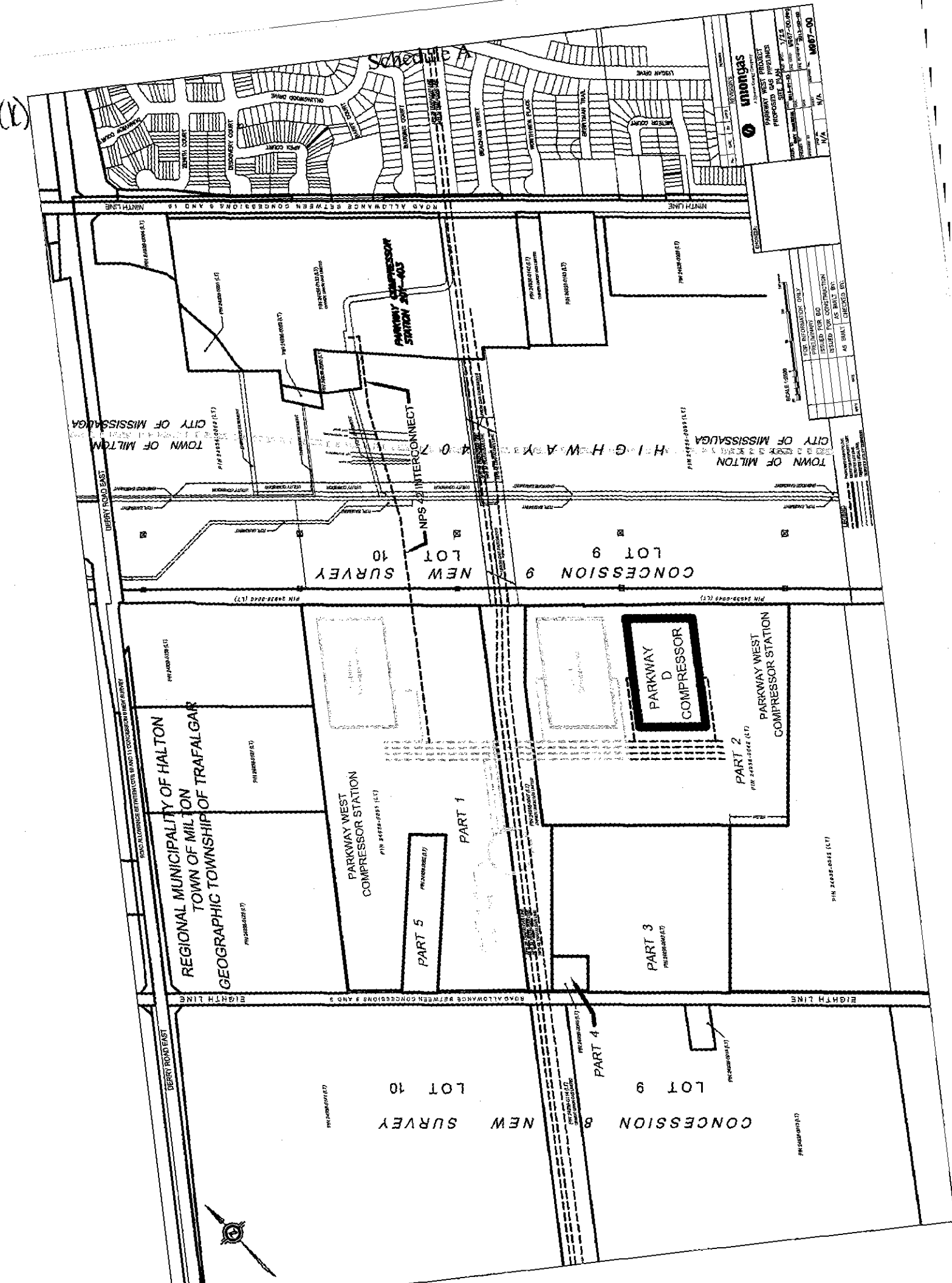
Karen Hockin, Manager Regulatory Initiatives

Union Gas Limited Proposed Brantford-Kirkwall Pipeline



Schedule A

(I-86)



SCHEDULE "B"

EXECUTIVE SUMMARY

1. North American natural gas markets are experiencing dramatic changes. Production from mature natural gas basins such as the Western Canadian Sedimentary Basin is in decline while new production basins like Marcellus and Utica have emerged. Marcellus shale gas production alone has increased by nearly 7 PJ/d since the beginning of 2007, with supply expected to more than triple by 2035.
2. The increase in shale and other non-traditional gas supply has put downward pressure on natural gas prices and reduced price volatility. It has also changed the price differentials across North America and impacted market behavior. Market participants are moving away from long haul transportation. They are contracting short haul transportation to move supply purchased at liquid hubs located closer to market areas. This has increased demand for transportation on the Dawn-Parkway System and created an opportunity for Union Gas Limited ("Union") to diversify its natural gas supply portfolio for Union North.
3. This application by Union is brought in response to these fundamental market changes. The application consists of the following five requests:
 - (1) Section 90 Application for leave to construct a NPS48 pipeline from the existing Brantford Valve Site to the Kirkwall Custody Transfer Station ("Proposed Pipeline");
 - (2) Section 91 Application for leave to construct the Parkway D compressor, including measurement, and associated facilities ("Proposed Parkway D Compressor");together the "Project"
- (3) Section 36 Application for pre-approval for recovery of the cost consequences of all facilities associated with the development of the Project from ratepayers, effective January 1, 2015;

SCHEDULE "B"

- (4) Section 36 Application for approval of an accounting order to establish the Brantford-Kirkwall/Parkway D Deferral Account; and
 - (5) Section 36 Application for pre-approval of the cost consequences of two long term short haul transportation contracts on the TransCanada Pipelines Limited ("TCPL") Mainline;
4. The facilities and new short haul transportation contracts described in the application will produce significant benefit for Union's in-franchise customers, particularly in Union North. The gas supply savings to the Union North sales service and bundled direct purchase customers are expected to be between \$180 million and \$280 million over the next ten years.
5. The facilities proposed by Union were determined in consultation with Enbridge Gas Distribution ("Enbridge"), TCPL and Gaz Métro Limited Partnership ("Gaz Métro"). The proposed facilities complement Union's Parkway West Project and projects being developed by Enbridge and TCPL. The further benefits of the Project include: diversity and security of supply for Union, Enbridge, and Gaz Métro; and, an affordable source of natural gas for the proposed Enbridge and TCPL expansions. Between Union, Enbridge, and Gaz Métro up to \$2.0 billion in gas supply cost savings is possible between 2015 and 2025 should the Project proceed.
6. By building the Project, Union is pro-actively addressing the impacts of future turn back. Union will be better positioned to re-purpose or re-sell turn back capacity provided market opportunities exist. The ability to re-purpose or re-sell turn back capacity would help mitigate future rate risk for Union's customers. In addition, the Project supports continued growth of the Dawn Hub, which increases depth, liquidity and price competitiveness of gas supply options for Ontario customers over the long term.

SCHEDULE "B"

7. The total estimated capital cost of the Project is \$204 million. The largest revenue requirement associated with the Project increases to approximately \$15.9 million over the 2015 to 2018 period. The Project will result in: (i) an increase of costs of approximately \$1.6 million, allocated to Union North in-franchise rate classes, (ii) an increase of costs of approximately \$16.0 million allocated to ex-franchise rate classes and (iii) a reduction in costs of approximately \$1.7 million, allocated to Union South in-franchise rate classes. The ex-franchise customers that will bear the majority of the costs associated with the Project are supportive
8. Total residential bill impacts were calculated to include the combined impacts of the gas cost savings associated with Union's long term contracting proposal and the Project. Total residential bill impacts were calculated to reflect the combined impact of the gas cost savings associated with Union's long term contracting proposal and the Project. For the average Rate 01 residential customer in Union North consuming 2,200 m³ per year, the total bill impact is a reduction of (\$42.00 to \$43.00) per year as compared to Union's current approved rates (per EB-2011-0210). For the average Rate M1 residential customer in Union South consuming 2,200 m³, the total bill impact is a reduction of approximately (\$1.12) per year.
9. For ex-franchise customers, and others that use the Dawn-Parkway System, the M12 rate will increase from \$0.078/GJ/d to \$0.091/GJ/d upon completion of the Parkway West Project and this Project. Union's M12 rate has traditionally ranged from \$0.07/GJ/d to \$0.10/GJ/d. This increased rate of \$0.091/GJ/d is within this historic range.
10. Union proposes to start construction in the summer of 2014 with a target in-service date of the fall of 2015. Given that Union is required to order the long lead delivery items in 2013, Union is seeking a Board decision by September 15, 2013.

SCHEDULE "B"

11. In summary, the Project addresses the increase in demands on the Dawn-Parkway System; results in significant benefits for Ontario energy consumers, Union's in-franchise and ex-franchise customers; and represents rational development of Union's facilities. Accordingly, the Project should be approved by the Board.

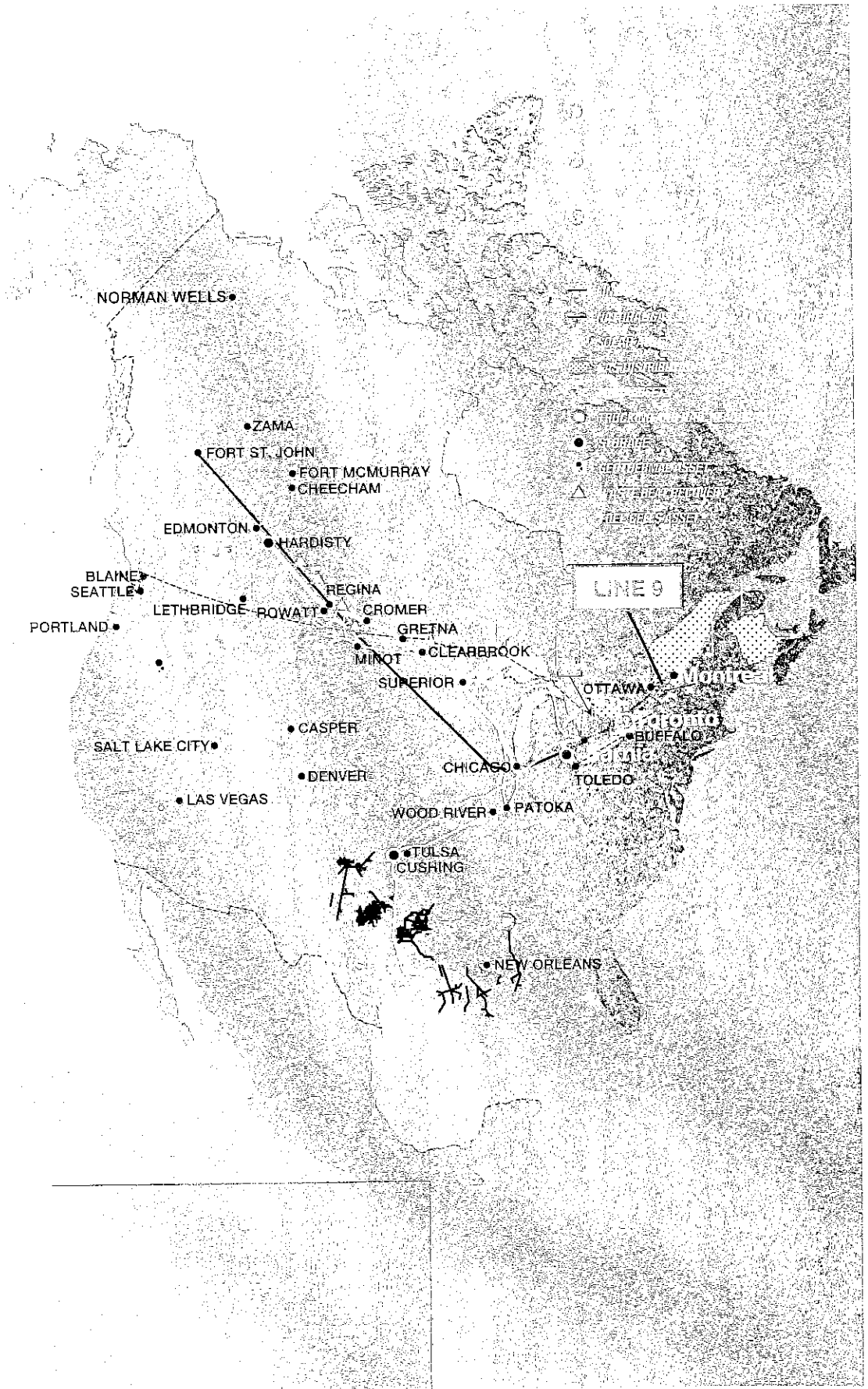
ENBRIDGE'S LINE 9 PIPELINE

**DELIVERING ENERGY
TO QUEBEC AND
ONTARIO REFINERIES**

*Pictured: Line 9
right-of-way in
St-André-d'Argenteuil,
Quebec*

 **ENBRIDGE**
Where energy meets people

I-8(q)



ABOUT ENBRIDGE

For over 60 years, Enbridge has transported and distributed the energy North Americans count on. We're proud to be recognized as one of the Global 100 Most Sustainable Corporations in the World.

As a transporter of energy, we operate, in Canada and the U.S., the world's longest crude oil and liquids transportation system. We also have a significant and growing involvement in natural gas gathering, transmission and midstream businesses, and an increasing involvement in power transmission.

As a distributor of energy, we own and operate Canada's largest natural gas distribution company, Enbridge Gas Distribution, headquartered in Toronto. We provide gas distribution services to over two million customers in Ontario, Quebec, New Brunswick and New York State.

As a generator of energy, we have interests in nearly 1,300 megawatts of renewable and alternative energy generating capacity, meeting the needs of over 300,000 homes. We continue to expand our interests in wind and solar energy and geothermal.

Enbridge's corporate headquarters are in Calgary, Alberta, and we employ about 10,000 people in Canada and the U.S. We're ranked as one of Canada's Greenest Employers and one of Canada's Top 100 Employers in 2013. We are included on 2012/2013 Dow Jones Sustainability North America and World indices. Enbridge Inc. common shares trade on the Toronto and New York stock exchanges under the symbol ENB.

ABOUT LIQUIDS PIPELINES

The liquids pipelines owned by Enbridge Energy Partners and Enbridge Inc. (collectively called "Enbridge") move more than 2.5 million barrels of petroleum products across North America every day. That's almost a billion barrels each year. It would take 6,800 tanker trucks—or one every 13 seconds—to do the same. That fact alone makes pipelines one of the most efficient, safe and environmentally responsible energy transportation systems in the world. It's why we build them, and why we would like you to know more about them, including our Line 9 Pipeline.

I-8(s)

ABOUT LINE 9

Enbridge has been operating the Line 9 pipeline safely and reliably since 1976.

OVERVIEW & BACKGROUND

Enbridge is proposing to reverse the flow of a section of its existing Line 9 pipeline between North Westover, Ontario and Montreal, Quebec, and to increase the capacity of the entire line from its starting point in Sarnia, Ontario to its end point in Montreal. In July 2012, the National Energy Board, which regulates this pipeline, approved the reversal of Line 9A from Sarnia, Ontario to North Westover station. Currently, the Line 9 pipeline transports crude oil from areas such as the North Sea, West Africa, and the Middle East in a westbound direction. The expansion and reversal are being proposed to accommodate eastern Canadian refineries' requests for greater pipeline capacity and access to competitively priced North American crude, which can be sourced from a number of locations in Alberta, Saskatchewan, Manitoba, and the Bakken region.

DETAILS

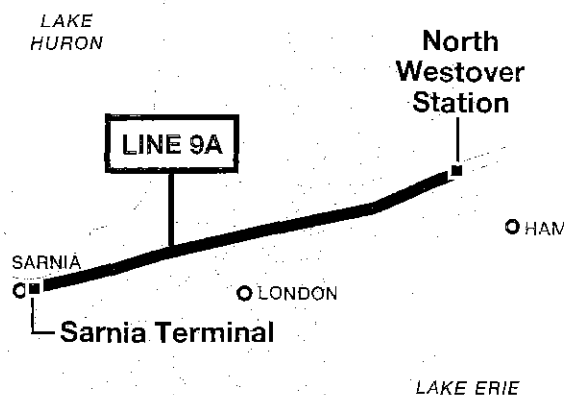
- The Line 9 project will use the existing pipeline. No new pipe will be added to complete the reversal and capacity expansion.
- All work will take place within existing Enbridge properties and rights-of-way, except for some temporary workspace.
- To accommodate the reversal, new pumps, piping and other equipment will be installed at the following locations, within Enbridge's facility boundaries:

In Ontario

- Sarnia Terminal
- North Westover Station
- Hilton Station
- Cardinal Station

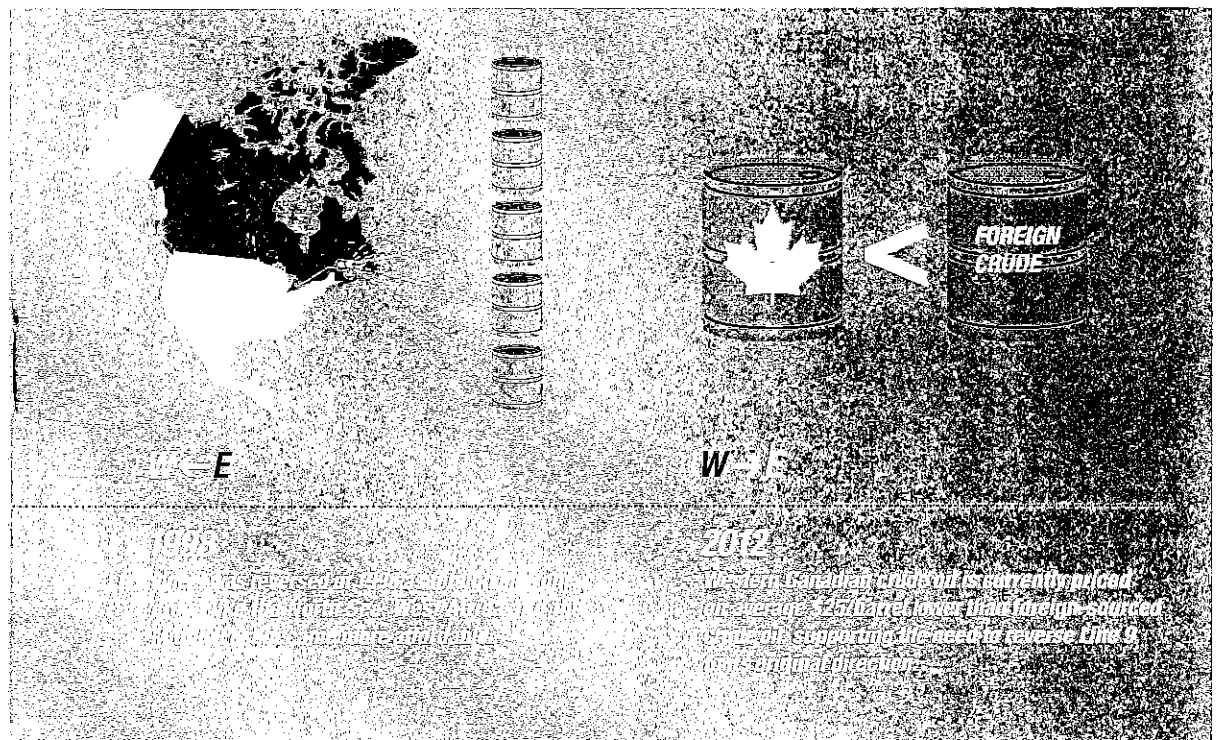
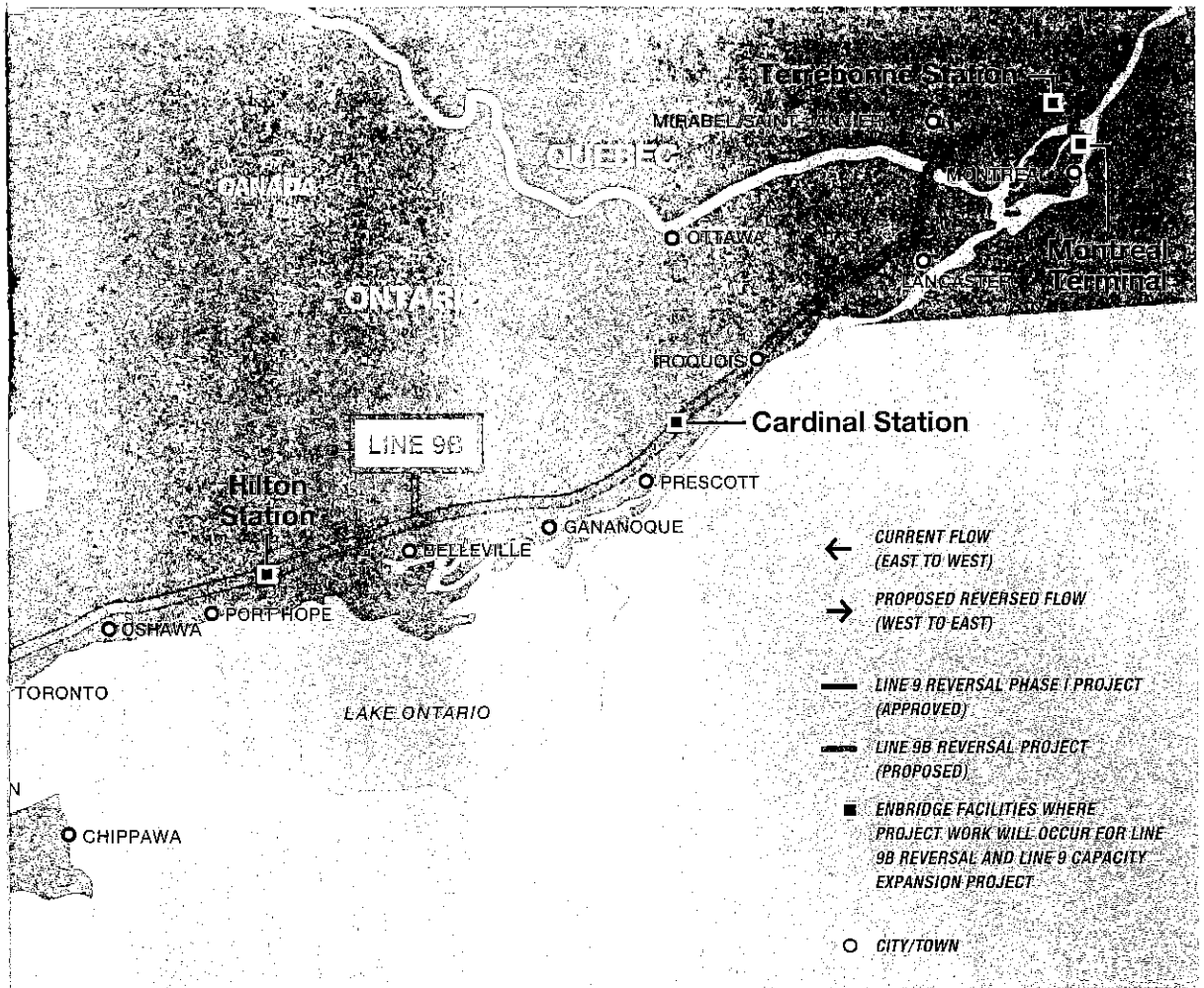
In Quebec

- Terrebonne Station
- Montreal Terminal



DIRECTION OF FLOW

W



I-8(u)

SAFETY & INTEGRITY OF LINE 9

Enbridge operates the longest liquids pipeline system in the world. We provide reliable energy to millions of people across North America and Line 9 is an important part of making that happen.



Over the past decade we've delivered nearly 12 billion barrels of liquids in the U.S. and Canada with a 99.999% safe record of delivery. But our goal is always 100%.

PIPELINE AND SYSTEM SAFETY

At Enbridge, nothing is more important to us than the safety of our pipelines. Using the best tools, technologies and strategies available, we're constantly ensuring that our pipelines and facilities are checked and inspected for safety and reliability.

PREVENTION

Pipeline safety and reliability begins with prevention. This means recognizing conditions that have been known to cause failures in the past—including third-party excavation damage, worker error, external corrosion and cracking or denting—then working to minimize the risks. It also means adopting the most advanced leak prevention technologies available, following environmentally sound construction practices and taking a proactive approach to training, inspection, testing and repair.

MONITORING OF PIPELINE DEPTH

All of Enbridge's pipelines were originally installed at the depth required by the codes and regulations in place at the time of their installation. Typically, this is one metre deep. However, various environmental situations may have called for a deeper installation. Over time, however, farming activity and erosion may have resulted in a reduction in the depth of cover over some of our pipelines. To address this situation, we check the depth of cover along our pipelines using specialized electronic equipment. We then either lower the pipe or add cover in areas where the pipeline could be at risk of damage.

MAINTAINING THE PIPELINE AGAINST CORROSION

We combat the potential for corrosion by:

- Using special coatings.
- Scheduling regular monitoring of our prevention systems.
- Conducting inline inspections to check for corrosion using sophisticated ultrasonic inline inspection technology.
- Scheduling excavation and repair programs when inline inspections show early signs of corrosion.
- Stopping the early signs of corrosion by re-applying the coating or replacing sections of pipe.
- Using cathodic protection (an electrical current that is applied to the pipeline to prevent corrosion).

SETTING LEAK REDUCTION TARGETS AND PERFORMANCE GOALS

Enbridge's goal is always zero leaks and we set company-wide leak reduction targets across our liquids pipelines systems. In fact, a portion of each of our annual employee and executive performance reviews measures their performance against that goal.

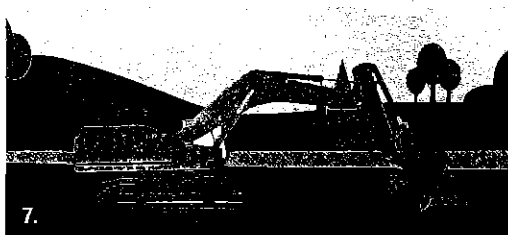
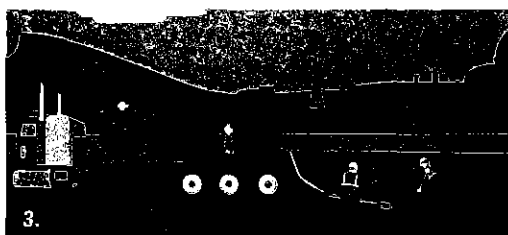
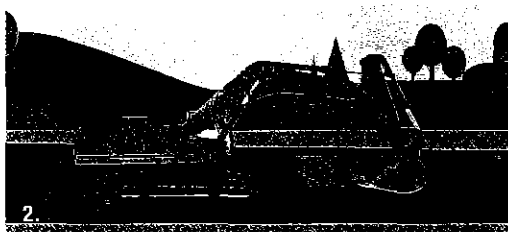
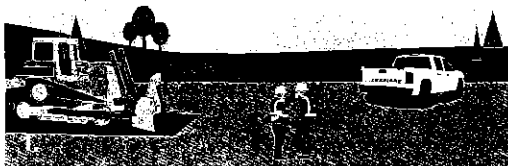
LEAK DETECTION MONITORING

Our Pipeline Control Centre provides continuous real-time information, monitoring and control of our liquids pipelines across North America 24-hours-a-day, 365 days a year.



Walter Kresic, Enbridge's VP, Pipeline Integrity and Tom Machnik, NDT Systems & Services Inc. look over some custom-designed inline inspection tools.

I-8(W)



The seven phases of work that make up an integrity dig

1. LOCATION OF THE DIG SITE AND STRIPPING OF THE TOPSOIL WHERE APPLICABLE

The access route and location of the excavation are identified with temporary markers. Typically the area of the excavation is stripped of topsoil which is stored separately from the subsoil.

2. EXCAVATION TO EXPOSE THE PIPE

Using machinery such as a backhoe, the subsoil surrounding the pipeline is carefully removed and stored.

3. CLEANING AND COATING REMOVAL

A crew of workers cleans the pipe and removes the coating to ensure it is ready for a detailed visual inspection.

4. INSPECTION OF THE PIPE

An inspection of the pipe is performed by qualified technicians to determine if repairs are required.

5. MAINTENANCE AND REPAIR OF THE PIPE SEGMENT IF NECESSARY

If needed, repairs are made to the exposed section of pipe. This can range from cleaning to halt early signs of corrosion, to repairs like replacing sections of pipe. Once repairs are complete, welds are tested and the section is inspected to ensure repairs meet all applicable government and industry standards.

6. RECOAT THE PIPE

Once the pipeline is repaired the pipe's coating is replaced. Coating is important to protect the pipe from water and soil which can lead to external corrosion.

7. BACKFILL EXCAVATION AND CLEANUP

Once the pipe is recoated, the excavation is backfilled and the affected landscape is restored. Depending on the time of year the work is completed, restoration may have to be delayed until the next spring season. The site will be monitored for approximately one year after the completion of the project and additional remediation will be performed as required to ensure restoration of the area is completed satisfactorily.

INVESTMENTS IN PIPELINE INTEGRITY
PROGRAMS AND INITIATIVES

\$800
million
invested in
2012

We invest heavily in pipeline integrity and maintenance. In fact, in 2012 we spent more than \$800 million to ensure the safety and integrity of our system. In 2013 we'll invest significantly more.

CONDUCTING INLINE INSPECTIONS

As part of our comprehensive integrity management program, Enbridge uses state-of-the-art inline inspection tools that travel inside the pipeline to collect data and evaluate the condition of the pipeline. These specialized tools can measure the size, frequency and location of even small changes in the walls of our pipes. We use them to inspect the insides and outsides of our pipes on a millimetre-by-millimetre scale. When we find features that require repair, we excavate and correct the problem or replace a section of pipe. This is called an integrity dig.

INTEGRITY DIGS

If our inline inspections alert us to a feature that requires visual inspection, we conduct an integrity dig. Each dig involves excavating a section of buried pipe such that we can carefully clean and examine it. If we find a defect, we repair it, recoat and re-bury the pipe. In some cases, we cut out old sections of pipe so we can weld in new pipe.

I-8(x)

We conduct all integrity digs to the highest environmental standards and, following our own advice to the public, dig safely, calling ahead so that other underground utilities can be marked and protected before one of our backhoes begins digging. Before starting the work we complete screening tests to identify environmental issues and obtain all required permits and approvals. We implement appropriate measures, specific to the location, to minimize impacts to workers, landowners, land, vegetation and wildlife. We also train construction workers, welders and inspectors, and ensure that our contractors who are working near the pipelines are qualified.

MAINTAINING PUBLIC AWARENESS

Through our public awareness program, we communicate regularly with the many people who live and work along our pipelines. We mark all of our pipelines with signage showing our toll-free phone number. For more information on Line 9, call us toll free at 1-888-767-3098, email line9reversal@enbridge.com, or visit enbridge.com/line9

ENBRIDGE'S SPILLS RECORD

Safety and environmental responsibility are top priorities for Enbridge, and our goal is always to prevent any oil from being spilled. Over the past decade we have delivered nearly 12 billion barrels of oil with a safe delivery record of over 99.999%. To learn more about our detailed spill record, it is published in our Corporate Social Responsibility Report available to the public at csr.enbridge.com

I-8(y)

Q&A

Here you will find answers to commonly asked questions regarding the Line 9 project.

If you have other questions, visit enbridge.com/line9 or call us at 1-888-767-3098

Why pipelines?

Underground pipelines transport essential crude oil to make petroleum products used every day across North America from asphalt for roads to jet fuel and gasoline for our vehicles. According to government and industry data, pipelines are, by far, the safest way to transport crude oil and other petroleum products. Visit cepa.com for more information.

What about pipeline safety on Line 9?

In 2012, we ran state-of-the-art inline inspection tools through Line 9. The tools travel inside the pipeline to collect data and evaluate the condition of the pipeline. Where the data shows further inspection is required, we then conduct a visual examination of the pipeline and undertake all work required to ensure that the pipeline can continue to operate safely. For more information on our comprehensive integrity management program, visit enbridge.com/integrity

What are the benefits of reversing the pipeline?

The refineries in Ontario and Quebec would be able to source crude oil from Western Canada and the U.S. Bakken region, which is a more secure supply, and is priced at a

discount, compared to the foreign-sourced oil they are currently purchasing. This price advantage will help Canadian refineries be more competitive and safeguard more than a thousand permanent jobs in Quebec.

Why is the pipeline suitable for a reversal such as this?

Reversing the flow in the pipeline is an economical way to utilize the existing system to meet changing market and business demands. Reversing the flow in a pipeline is not new. In fact, Line 9 originally did flow west to east and was reversed in the 1990s to flow east to west. Reversing an existing pipeline instead of building a new pipeline in the area minimizes potential impacts to the environment and to stakeholders.

Breaking up the reversal of Line 9 into segments— isn't this just another way to bring back the previously proposed Trailbreaker Project?

The Trailbreaker project was previously proposed to ship crude to the Gulf of Mexico. This project was discontinued and is not being pursued by Enbridge. The Line 9 reversal projects are focused on delivery of predominately light crude to refineries in Ontario and Quebec.

Is there construction involved in reversing and expanding the capacity of Line 9?

Construction activities for this project will include the addition of new equipment, the modification of existing equipment, and the installation of piping, all within Enbridge's facility boundaries. Some temporary workspace immediately adjacent to some facilities will be required to complete the work.

As part of Enbridge's pipeline maintenance program, there will be excavations of pipe on some sections of Line 9 in coming months for integrity digs.

I-8(2)

What is the timeline for the reversal and expansion?

Enbridge filed its application with the National Energy Board (NEB) on November 29, 2012. On December 19, 2012, the NEB determined the application was complete and set it down for a hearing comprised of written evidence and oral final argument. Depending on timing of approval, the project will likely be completed later in 2014.

What product will the reversed pipeline ship?

The pipeline will carry mainly light crude oil. However, shippers will be permitted to ship any crude oil blend or type that meets the quality specification in the tariffs, including heavy crudes such as diluted bitumen, a type of crude oil sourced from the oil sands.

Is diluted bitumen more corrosive and dangerous than other kinds of crude?

No. Both scientific research and industrial experience have determined that diluted bitumen is not more corrosive in transmission pipelines than other crudes. For more information visit, nrcan.gc.ca/energy

Would this enable transportation of oil further east?

The scope of this project is to provide North American crude to Quebec refineries. Enbridge has no plans, proposals or infrastructure for pipelines moving product further East than Montreal.

How is the Line 9B Reversal Project related to the Line 9A reversal (also known as Line 9 Reversal Phase I Project)? Why didn't you apply for them together?

The Line 9 Reversal Phase I project is a standalone project that was based on our customer Imperial Oil's request to gain access to additional western Canadian crude oil.

The Line 9 Reversal Phase I Project is not contingent on any other project, including the Line 9B Reversal Project. The National Energy Board confirmed that it considers the Line 9 Reversal Phase I project to be a standalone project because it does not depend on any future facilities to proceed.

What is Enbridge's spill rate?

Over the past decade we've delivered nearly 12 billion barrels of liquids in the U.S. and Canada with a 99.999% safe record of delivery. But, to us that is not good enough. Our goal is always zero leaks. Our pipeline safety record is available to the public at csr.enbridge.com

Why crude oil?

For the foreseeable future, oil and natural gas are going to be an important part of our energy supply. As the world population grows our living standards advance, so does the energy demand and the need for the transportation of that energy.

While alternatives sources of energy will be important, the International Energy Agency states that fossil fuels will remain our primary source of energy in the future, accounting for 84% of the overall increase in demand between 2005 and 2030.

What products do Ontario and Quebec refineries make with crude oil?

Crude oil is primarily refined into retail gas, diesel, fuel oils, heating oil, ethylene and propylene used to make plastic and jet fuel for the Ontario and Quebec market. Refined products supply and support regional manufacturing and industry in Ontario and Quebec.

I-8(a)(a)

AWARDS & RECOGNITION

Best 50 Corporate
Citizens in Canada

Canadian Council for
Aboriginal Business
– Silver Level PAR
Certification

Canada's Greenest
Employers

Canada's Top
100 Employers

Dow Jones
Sustainability Index
(North America)

Dow Jones
Sustainability Index
(World)

Forbes 100 Most
Trustworthy Companies
in America (Enbridge
Energy Partners)

FTSE4Good Index

Global 100 Most
Sustainable Corporations
in the World

Global 500 Carbon
Disclosure Leadership
Index (Carbon
Disclosure Project)

 **BEST 50**
CORPORATE CITIZENS



2012
Canada's Greenest
Employers

CARBON DISCLOSURE PROJECT

 **GLOBAL100**
Most Sustainable Corporations in the World



FTSE4Good



Dow Jones
Sustainability Indexes
Member 301273

Progressive
Aboriginal
RELATIONS

**SILVER
LEVEL**

Canadian Council for
Aboriginal Business

For more information on the Line 9 Project, call toll free
at 1-888-767-3098, email line9reversal@enbridge.com,
or visit enbridge.com/line9

 **ENBRIDGE**

CANADA		POSTES
POST		CANADA
Postage paid Addressed Admail		Port payé Médiaposte avec adresse
1622763		

** L0J 9Z0 MISSISSAUGA ON FWD
7/1 1300 xx29(M)
ATTN: CLERK
CITY OF MISSISSAUGA
300 CITY CENTRE DR
MISSISSAUGA ON L5B 3C1

COUNCIL AGENDA
April 24, 2013

April 22, 2013

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, ON
L5B 3C1

Attention: E.J. Sajecki
Commissioner of Planning and Building

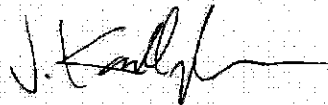
**Re: NW Corner Derry Road West and Hurontario Street
Antorisa Investments Inc. (Bousfields)**

I am writing on behalf of Kanellopoulos Holdings Inc., we are the owners of 7020 Hurontario Street, a vacant property which directly abuts the north limit of the above noted property.

Our position on the proposed rezoning application has not changed. We object to this proposal for numerous reasons as it is not in keeping, or conformity, with the planning policies and development objectives of the Hurontario Street Corridor and is not an appropriate use at this intersection. The proposed use would accommodate 8 garage bay doors facing our property at 7020 Hurontario Street which is not compatible from an urban design perspective.

We would appreciate receiving notice of any further processing events for the subject application, as well as any further Staff Recommendation Reports and the passage of any eventual Official Plan and Zoning By-Law amendments. Please feel free to contact me if you have any questions with respect to the above matter.

Yours truly,
KANELLOPOULOS HOLDINGS INC.
7020 Hurontario Street



John Kanellopoulos
Vice President

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services	For
<input type="checkbox"/> Corporate Services	<input checked="" type="checkbox"/> Appropriate Action
<input checked="" type="checkbox"/> Planning & Building	<input type="checkbox"/> Information
<input type="checkbox"/> Transportation & Works	<input type="checkbox"/> Reply
	<input type="checkbox"/> Report

[illegible]

Block E would be along the same dead end but with 12 tandem garages for a total of 22 tandem garages with capacity for 44 cars , SUV's or F 150 trucks

I-10(a)

Notice the following

You see that all tandem garages are fed by one 15 foot wide dead end lane way entry and exit point for 44 cars potentially coming in and out twice a day minimum

The dead end lane is 15 foot wide creating turn around difficulties, tight turns, with no doubt driver frustrations and potential for accidents

The wood fence is mounted on a cement retaining wall most likely so the cars do not damage the wooden fence but hit the wall.

This extra high " Berlin Wall" and fence is what the LTC residents would have to look at FOREVER. Firetrucks would have to use their parking lot causing unbelievable patient anxiety!

The big air conditioners are mounted in pairs for each two four storey towns each on 15 foot lots.

This army barracks style block of 10 has 10 AC's humming.

At Mississauga LTC Home property line there would be 22 ACs humming and 22 garage doors opening at least twice daily at all hours.

The fourth floor balconies and the second floor balconies are the width of the 15 foot four story towns so good for parties.

Both balconies per unit have extensive areas for year round noisy parties and summer BBQ's with smoke and potential for fires

The space between the wooden fence and second floor balcony is sufficient to let garage car noises, door slams gases and fumes out into the air and LTC property

The space is sufficient for snow to collect hence snow ploughs will be blade scrapping the pavement noisily early mornings and into the evenings with back loud up beepers

All this noise, vehicle lights, door slams, student tenant or owners yelling will echo loudly into the canyon without sunlight area created between the LTC Home and Dunpar 4 storey.

Look at where the garbage is placed for collection in this picture and imagine where and how it gets stored centrally for noisy pick up front/side end loaders to city waste trucks.

Where does the snow get stored or is there more noise with front end loaders loading trucks with back up beepers, bright lights and powerful engine noises to haul it away.

Where are the independent pollution, noise, environmental, shadow, studies?

Remember and review the Dunpar plan attached only show in the "legend" that Block E and F have extended balconies.

Is the fact that the legend for rear garages was not used in the planning diagrams not hint of misrepresentation?

We all must have missed this with the builder facade? Fortunately it is not too late for planning to stop this!

How could fire trucks get in a 22 garage long dead end lane under a wooden deck, with a wooden fence, both combustible to fight any car, garage, BBQ balcony 2 or 4 floor fire?

These 22 garages with 44 cars with gas, diesel, and other combustibles accumulated are just on the other side of the wooden fence where nurses, staff, guest park cars in the open.

The litter thrown from the balconies onto the cars below or parking lot will be minor compared to the damage should there be an explosion, garage, vehicle or smoking deck BBQ fire.

Imagine the catastrophe with a second floor deck or fourth floor BBQ balcony fire in Block I along the Credit Valley densely treed conservation area.

One cigarette flicked off one of the 20 balconies (student rentals) close to the trees and its over for Mullett Creek Ravines. The fire trucks just can't get back there.

How could city planning approve these things or did they? We doubt they realized this as the Dunpar plans were not so labelled and homework may have been missed.

Which parties would be held liable?

Mississauga City Council and City Planning might be held accountable for any losses of life or property both these towns and their affect on patients, staff and LTC Home property

I-10(c)

Please enact the following now and ban the OMB from this city planning decision dating back to 2006 when you first rejected anything but detached homes on Mississauga Road.

<http://www.frank-klees.on.ca/CurrentIssues/documents/PatMullinResolution0048-2013ReformtothePlanningAct.pdf>

As the OMB # 2 decision has been delayed there should be no reason why the above city law cannot crush the OMB decisions and stop Dunpar bully money from running city hall against everyones rejection of their presence

We note that the following was also approved. <http://preserveglenway.ca/?tag=frank-klees> CONCERNS ABOUT MANAGING OUR COMMUNITIES' GROWTH PLANS

We all can use this immediately team.

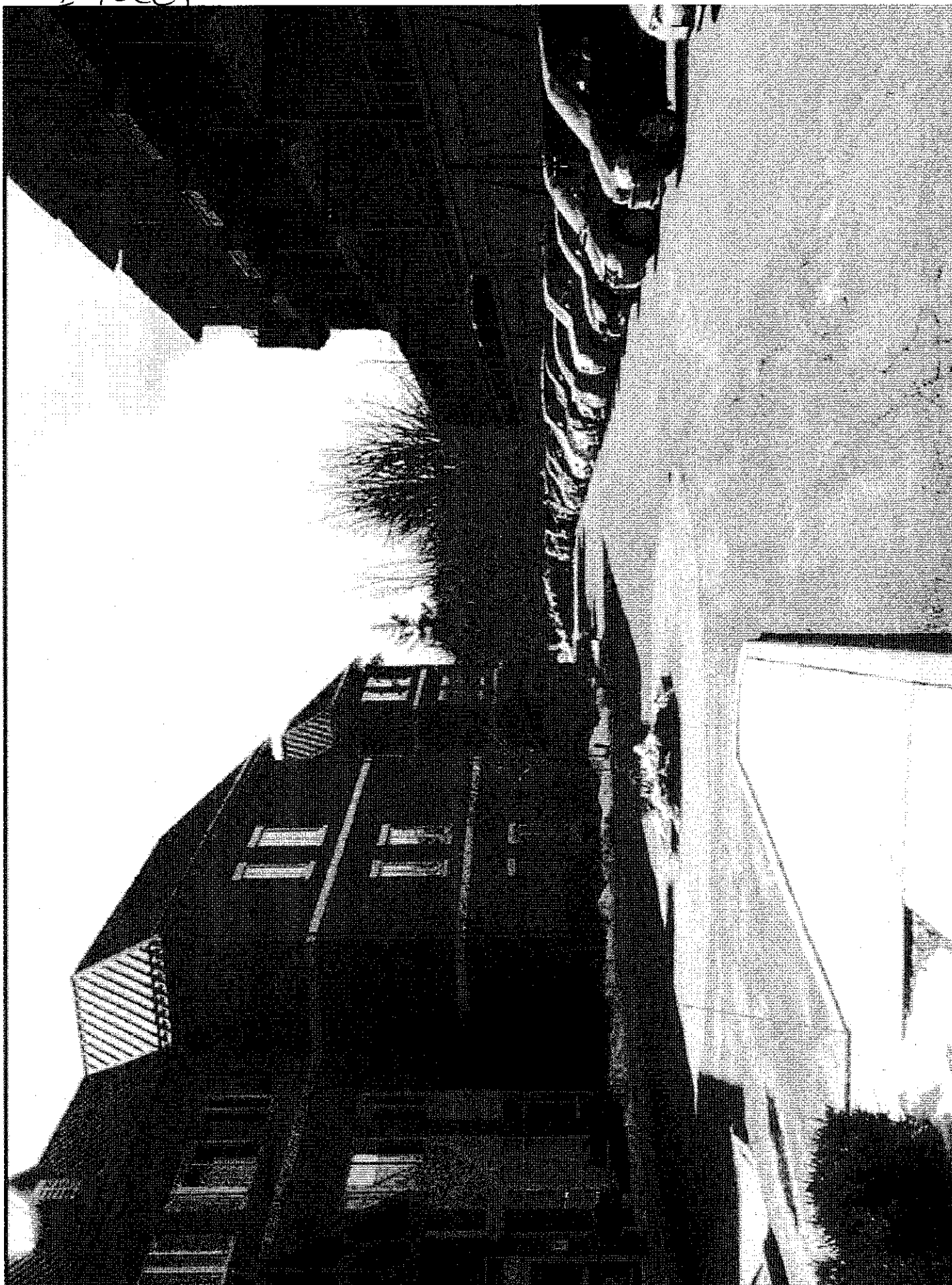
Thank you Katie for all your immediate action and for taking the time everyone to read these details.

Mississauga Residents for the preservation of low density and the environment off Scenic Historic Mississauga Road

I-10(d)



T-10(e)



DUNPAR FOUR STOREY TOWNS on 15 FOOT LOTS
THIS side view is what we would see coming north along
Mississauga Road

Backing onto LTC facility privacy, and way of remaining life

2 blocks of 12 and 10 = 22 AC's humming, 44 Balconies peering

Where are the studies, noise, safety, shadow, environmental

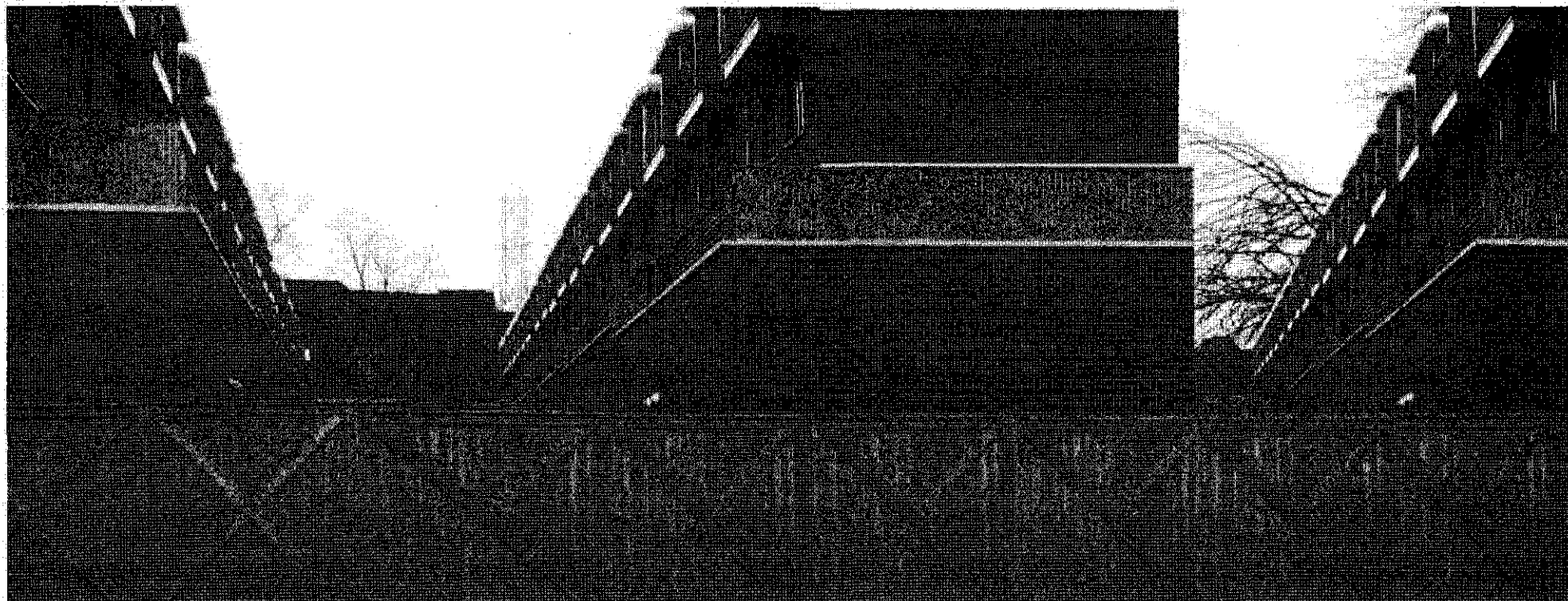
Backing onto Mullet Creek Ravines Increased units
Originally backing onto Mr Marchese land until OMB 1 approved 3
storey units on 23 foot lots not 15 foot lots now as planned on north
side of proposed project.

NOT GOOD FOR HEALTHCARE

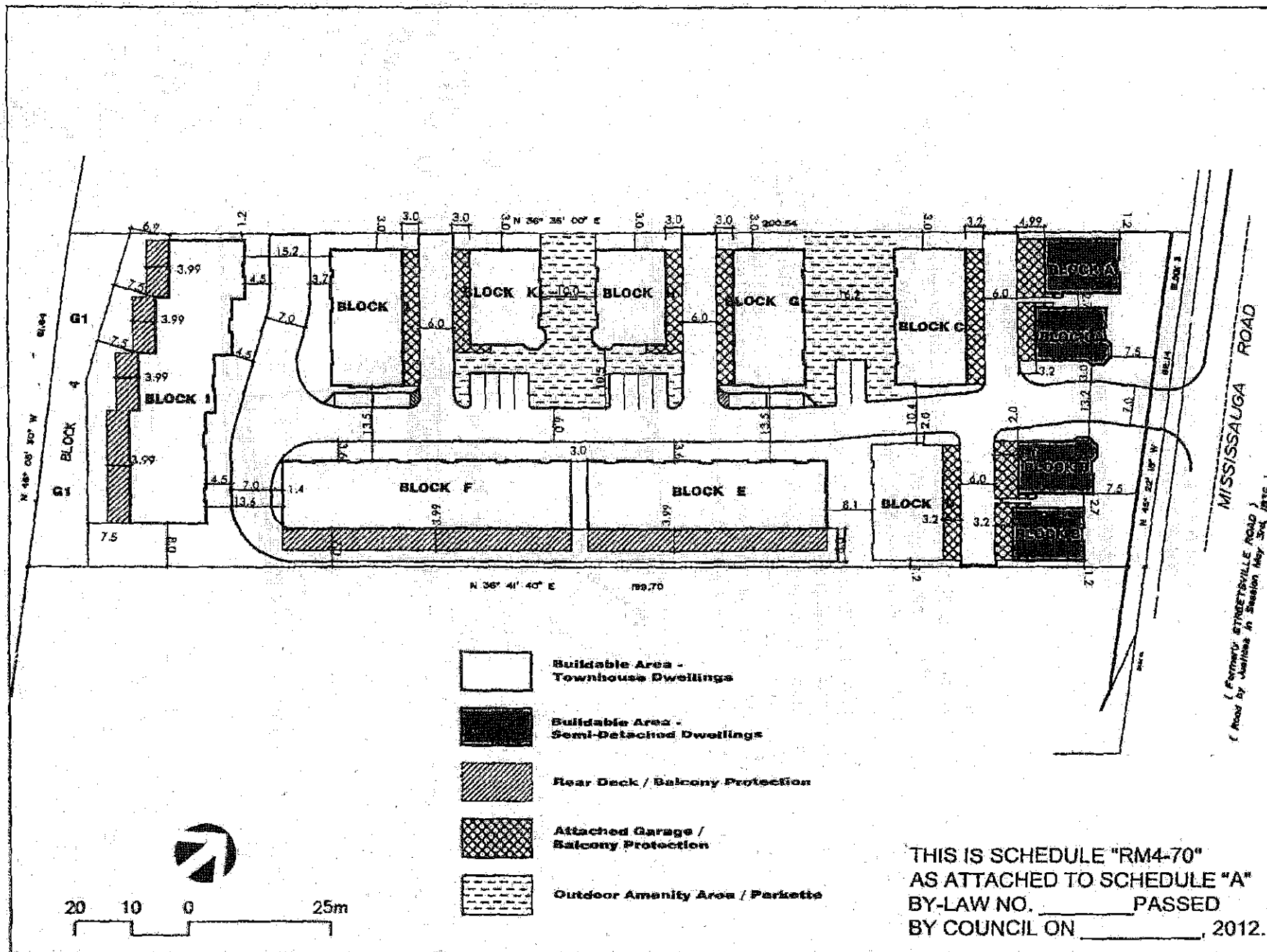
NOT GOOD PLANNING FOR PROPERTY OR HERITAGE 2 LANE
MISSISSAUGA RD AND CITY IMAGE

I-1064

I-1069



**Simulation. The view one would see driving south bound on Heritage Mississauga Road approaching the LTC facility?
A blemish on our cities Heritage Road we all must protect.**



I-1064