

ROUTE SELECTION

1. Dillon Consulting (“Dillon”), an independent environmental consultant, was retained by Enbridge Gas Distribution Inc. (“Enbridge”) to propose a route for a pipeline which would reinforce existing natural gas service within the district of North York, in the City of Toronto, Ontario (the “Project”).
2. Dillon proposed two potential routes for the pipeline, the Preliminary Preferred Route (“PPR”) and the Alternative Route (“AR”). The location of the two potential routes listed above can be found in the Environmental Report (“ER”) found at Exhibit C, Tab 1, Schedule 3, Attachment 1, Figure 2.
3. The PPR commences at the intersection of Bathurst Street and Steeles Avenue West within the City of Toronto, travels south along Bathurst Street, and terminates south of the intersection of Bathurst Street and Eglinton Avenue, in the City of Toronto. The PPR will be located within the municipal road allowance. The length of the PPR is approximately 3.2 kilometers.
4. The AR begins on Steeles Avenue West, east of the intersection of Steeles Avenue West and Village Gate. It travels west on Steeles Avenue West before turning south onto Village Gate. The AR then turns east onto Greenwin Village Road, then south onto Chelmsford Avenue. It then turns east onto Drewry Avenue, then south onto Grantbrook Street. It then turns east onto Finch Avenue West, then south onto Senlac Road. The AR terminates at the intersection of Senlac Road and Betty Ann Drive, within the City of Toronto. The AR is located within the municipal road allowance. The length of the AR is approximately 3.6 kilometers.

5. A consultation program was implemented to receive input from interested and potentially affected parties including Indigenous communities. No issues were identified during the consultation program. The location of the PPR and AR can be found in the ER found at Exhibit C, Tab 1, Schedule 3, Attachment 1, Figure 2. Details of the Route Evaluation and Selection Process can be found in Section 5.0 and Appendix E of the ER.

Preferred Route

6. Based on route evaluation and input received, the PPR has been confirmed as the Preferred Pipeline Route. A map of the Preferred Pipeline Route can be found at Exhibit C, Tab 1, Schedule 3, Attachment 1, Section 5.0, Figure 8.
7. In selecting the PPR as the Preferred Pipeline Route, Dillon assessed potential routing alternatives within the study area from an environmental and socio-economic perspective. The PPR travels a shorter distance and parallels a four-lane highway, and crosses less residential properties than the AR. The PPR also has less turns and road crossings and has an adequate amount of temporary working space ("TWS"). Neither the PPR or AR cross any Areas of Natural or Scientific Interest ("ANSI") or waterbodies. Therefore, the PPR was chosen as the Preferred Pipeline Route; please refer to Section 5.0 and Appendix E: Desktop Routing Analysis within the ER at Exhibit C, Tab 1, Schedule 3, Attachment 1.
8. During the consultation process for the environmental study and route evaluation, minor concerns were expressed about the Preferred Pipeline Route regarding impacts to traffic congestion and access to emergency services for senior citizens. It is anticipated that the identified impacts can be minimized through mitigation. The Preferred Pipeline Route will be located within the municipal road allowance. The entirety of this road allowance has been disturbed by previous road or utility

maintenance activities and no significant impacts are anticipated. The length of the Preferred Pipeline Route is approximately 3.2 kilometers.

9. Enbridge supports the findings made by Dillon.

10. The Pipeline will follow the Preferred Pipeline Route and will be installed within the existing road allowance. All required land easements, permits and necessary agreements will be coordinated with the following entities (as applicable):
 - *Ontario Energy Board*
 - *Ministry of Tourism, Culture and Sport*
 - *The City of Toronto*
 - *The City of Vaughan*
 - *The Regional Municipality of York*
 - *Toronto and Region Conservation Authority*