

## ROUTE SELECTION

1. Stantec Consulting Ltd. (“Stantec”) was retained by Enbridge to evaluate potential routes for the NPS 30 Don River Natural Gas Replacement Project (the “Project”) and to propose a route for the Project.
2. Three potential routes were proposed for the Project: the Preliminary Preferred Route (“PPR”), Alternative Route 1 (“AR1”) and Alternative Route 2 (“AR2”). The location of these three routes can be found in the Environmental Report (“ER”) at Exhibit C, Tab 1, Schedule 3, Attachment 1, Appendix A, Figure A-2. Based on route evaluation and input received through consultation for the Project the preferred route was chosen to be AR2 (preferred route).
3. The PPR commences from the existing gas pipeline on the west side of the Don River approximately 25m north of the Enbridge infrastructure bridge. From here the route travels southwest along Bayview Avenue, before crossing below the Flood Protection Landform Feature (FPL; Corktown Common), Don River and Don Valley Parkway (“DVP”) via a trenchless crossing and terminates at Sunlight Park Road and connects to the existing gas pipeline. The length of the PPR is approximately 700 metres (“m”).
4. AR1 commences from the existing gas pipeline on the west side of the Don River approximately 25m north of the Enbridge infrastructure bridge. The route travels south to approximately 50m south of the Enbridge infrastructure bridge. The route crosses the Don River and the DVP via a trenchless crossing where it terminates at

Sunlight Park Road and connects to the existing gas pipeline. The length of AR1 is approximately 400m.

5. AR2 (preferred route) commences from the existing gas pipeline on the west side of the Don River approximately 25m north of the Enbridge infrastructure bridge. The route crosses the Don River and the DVP via a trenchless crossing to the DVP interchange for Eastern Avenue on the East side of the Don River. From here the route veers southeast and terminates at Sunlight Park Road and connects to the existing gas pipeline. The length of the preferred route is approximately 320m.
6. A consultation program was implemented to receive input from interested and potentially affected parties including Indigenous communities. Input gathered from the consultation program was evaluated and integrated into the Project. Details of the Route Evaluation and Selection Process can be found in Section 2.0 of the ER and details of the Consultation Program can be found in Section 3.0 of the ER.

#### Preferred Route

7. Based on route evaluation and input received, the PPR was deemed undesirable to interested and potentially affected parties. As a result AR2 was chosen as the preferred route.
8. In selecting AR2 as the preferred route, Stantec assessed potential routing alternatives within the study area from an environmental and socio-economic perspective. The preferred route is shorter in length and does not traverse through sensitive landforms such as the FPL. The preferred route does not have any condominiums adjacent to it and crosses significantly less infrastructure than the

other two routes. As a result AR2 was chosen as the preferred route.

9. During the consultation process for the environmental study and route evaluation comments were received from the public, several agencies, interest groups, affected third party utilities, municipal and elected officials, and identified indigenous groups. Approximately 64 comments were received as of March 30, 2018. Significant input was received from Agency and Municipal Parties with concerns around the PPR. The Toronto and Region Conservation Authority (“TRCA”) expressed concern around the FPL and could not support any pipeline relocation option that included a pipe through, or on top of, the footprint of the FPL. The City of Toronto also expressed concern around the FPL and construction activities. Based on feedback from the TRCA and other interested parties, Enbridge identified the preferred route as Alternative Route 2. This route avoids the existing FPL, and uses trenchless technology to cross the Don River and DVP. Consultation will continue with the applicable agencies and interested parties to discuss construction details and throughout the entirety of the project.
10. Since completion of the ER, Enbridge has made a minor alignment change to the AR2 route to accommodate existing and proposed infrastructure based on stakeholder recommendations from The City of Toronto and the TRCA. The rationale and consultation related to this alignment change are summarized at Exhibit C, Tab 1, Schedule 3, Attachment 3. A map of the AR2 route with the minor alignment change is provided in Attachment 1 to this Exhibit.
11. Enbridge supports the findings made by Stantec.

12. The preferred route for the Project will cross the Don River and DVP and connect into the existing pipeline at Sunlight Park Road. All required land easements, permits and necessary agreements will be coordinated with the following entities (as applicable):

- *Fisheries and Oceans Canada (“DFO”)*
- *Ontario Energy Board*
- *Ministry of Economic Development, Employment and Infrastructure (MEDEI) / Infrastructure Ontario (“IO”)*
- *Ministry of Environment and Climate Change*
- *Ministry of Natural Resources and Forestry*
- *Ministry of Tourism, Culture and Sport*
- *Hydro One Networks Inc.*
- *City of Toronto*
- *Toronto Region Conservation Authority*