

### PREFERRED ROUTE DESCRIPTION

1. The purpose of this section is to describe the preferred route of the proposed pipelines. The description of the associated facilities and a corresponding update can be found at Exhibit A, Tab 3, Schedule 6 and Schedule 9, respectively. /u  
Alternative routes are described in Exhibit B, Tab 1, Schedule 2.
2. Enbridge retained Dillon Consulting Limited (“Dillon”) to undertake a route selection and environmental and socio-economic impact study for the proposed route.
3. The Preferred Route (“Preferred Route”) was selected by Dillon in consultation with Enbridge. Dillon’s pipeline route assessment and recommendations are provided in the Environmental Report entitled GTA Project Environmental Report which can be found at Exhibit B, Tab 2, Schedule 1, Attachment 1. The Environmental Report has two amendments which can be found at Exhibit B, Tab 2, Schedule 1, Attachments 4 and 6. These amendments outline Dillon’s assessments and conclusions in relation to the Segment A scope changes discussed in Exhibit A, Tab 2, Schedule 4 (Update No. 1 and Update No. 6) and Exhibit A, Tab 3, Schedule 9. /u
4. The route consists of two major segments of NPS 42 (Segment A) and NPS 36 (Segment B and Segment A tie-in) XHP steel pipelines totaling approximately 50.7 kilometres (“km”) in length. Integration of the pipelines into the existing Enbridge distribution network will be facilitated by the construction of new associated facilities, modifications to existing facilities, as well as tie-in pipeline sections. /u

Segment A

/u

5. The Segment A Preferred Route is approximately 27.4 km long and begins at the proposed Parkway West Gate Station near the intersections of Highway 407 and Derry Road in the Town of Milton. After running north for approximately 2.4 km, the pipeline extends northeast to the east of Highway 407, and proceeds northeast paralleling an existing Enbridge NPS 36 pipeline easement for approximately 1 km. At the north side of a generally west-east trending hydro transmission corridor, the pipeline turns eastward and continues within the Parkway Belt West Plan area for approximately 24 km ending at the Albion Road Station located near the southwest corner of Highway 427 and Albion Road in the City of Toronto. The pipeline is proposed to be NPS 42 and travels within the Parkway Belt West Plan corridor, and predominately within the designated Utility Corridor, or road right-of-ways, for the length of the route. Attachment Figure 1 shows the Preferred Route for Segment A. Attachment Figure 3 shows an expanded view of the west end of the Preferred Route as described.
  
6. As part of Segment A, a 315 metre tie-in is proposed to connect the existing natural gas network to the proposed the Parkway West Gate Station. This tie-in is proposed to be NPS 36 and will run from the Parkway West Gate Station to an existing Enbridge NPS 36 pipeline running north-south west of Highway 407 (see Exhibit A, Tab 3, Schedule 6, Figure 2). As discussed in Exhibit A, Tab 2, Schedule 4, the proposed Parkway West Gate Station has been moved approximately 1.5 km south from the original proposed location as a result of Union Gas relocating its proposed Parkway West facility<sup>1</sup>. The new location, just west of Highway 407 near Union Gas' Dawn-Trafalgar System, will be leased by Enbridge from Union Gas.

---

<sup>1</sup> EB-2012-0433, page 96 of 121, Section 11, dated 2013-01-29

### Segment B

7. Segment B (see Attachment Figure 2 map) consists of two sections, a west-east section and a north-south section.
8. The Preferred Route of the Segment B west-to-east section is approximately 15.4 km long and begins at Enbridge's Keele/CNR Station located on Keele Street, approximately 400 metres north of Steeles Avenue in the City of Vaughan. The pipeline travels northeast within the Parkway Belt West Plan Area and primarily within the Utility Corridor designation area, to the north-south trending hydro transmission corridor between Pharmacy Avenue and Warden Avenue, in the City of Markham.
9. The Preferred Route of Segment B north-south section is a continuation of the west-east section and travels south along the hydro transmission corridor to McNicoll Avenue, where the hydro transmission corridor joins the Enbridge owned Buttonville utility corridor. The pipeline continues south within the utility corridor and terminates just north of Sheppard Avenue, connecting to an existing Enbridge NPS 36 pipeline. This section is approximately 7.6 km.
10. In selecting the Preferred Route, Dillon assessed potential routing alternatives for the study area and determined that due to environmental and socio-economic constraints, utilizing previously disturbed right-of-ways was the preferred alternative. By selecting a route through previously disturbed rights-of-way, the Preferred Route minimizes the potential disturbance to environmental and socio-economic features and results in no net loss of local resources.
11. Enbridge supports and adopts the findings made by Dillon on the Preferred Route and the proposed project changes in the Environmental Report Amendment

(February 2013) filed in Update No. 1 and in the Amendment (July 2013) filed in /u  
Update No. 6. The Amendments can be found at Exhibit B, Tab 2, Schedule 1,  
Attachments 4 and 6.