

ALTERNATIVE ROUTE DESCRIPTIONS

1. This section describes the alternative routes¹ considered for both Segments A and B, culminating in the selection of the Preferred Routes described in Exhibit B, Tab 1, Schedule 1.
2. The route identification process used by Dillon followed a multi-disciplinary approach that considered environmental planning, social and economic impact assessment and pipeline construction. Factors considered during the identification of alternative routes included:
 - Location of existing transportation routes;
 - Location of utility corridors;
 - Compatibility with environmental characteristics or sensitivities;
 - Compatibility with existing and planned developments and infrastructure;
 - Potential environmental and socio-economic impacts; and,
 - Economic viability of the route.
3. Using the above criteria, several alternatives were identified for both Segments as described in paragraphs 6 and 7 in this exhibit. A high-level comparative evaluation of the potential alternatives was used to screen out routes that were deemed to be less preferable. Summaries of the high level comparisons can be found in Tables 9, 10, and 11 in Section 4.2 of the Environmental Report (Exhibit B, Tab 2, Schedule 1, Attachment 1).
4. Routes that displayed desirable elements were carried forward into a more detailed comparative evaluation. Summaries of the detailed comparisons can be found in

¹ This refers to the alternative routes of the proposed pipelines, not the overall alternatives considered in Exhibit A, Tab 3, Schedule 7.

Tables 12, 13, and 14 in Section 4.3 of the Environmental Report (Exhibit B, Tab 2, Schedule 1, Attachment 1).

5. Further details of the criteria and comparisons can be found in Chapter 4 of the Environmental Report (Exhibit B, Tab 2, Schedule 1, Attachment 1). A map of each alternative route for Segment A and Segment B is provided as an attachment to this Schedule as Figure A1 and A2, respectively.

Summary Description and Evaluation of Alternative Routes

Segment A Alternative Routes

6. The following three alternative routes for Segment A were subjected to a high-level comparative evaluation. The routes referenced as "Utility/Hydro Transmission Corridor" and "Steeles Avenue" were carried forward into a detailed comparative evaluation. For the reasons below, the Derry Road/Old Derry Road" route was not carried forward for a detailed evaluation.

- a. Segment A "Utility/Hydro Transmission Corridor" Route

The "Utility/Hydro Transmission Corridor" route starts at the proposed Parkway West Gate Station and then proceeds north and east along a designated Utility Corridor in the Parkway Belt West Plan Area and terminates at the proposed expansion area of the Albion Road Station. This route was selected because it follows the Parkway Belt, which provides a land reserve for future linear facilities and other facilities. This alternative route was selected to be carried forward into a detailed comparative evaluation.

b. Segment A “Steeles Avenue” Route

The “Steeles Avenue” route begins at the proposed Parkway West Station and then proceeds north along Ninth Line to Steeles Avenue, east along Steeles Avenue to Finch Avenue, south along Finch Avenue to the CN railway corridor and east along the railway corridor ending at the Albion Road Station. This alternative route is a direct route from the start and end points and uses existing road rights-of-way. This alternative route was selected to be carried forward into a detailed comparative evaluation.

c. Segment A “Derry Road / Old Derry Road” Route

The “Derry Road / Old Derry Road” route begins at the proposed Parkway West Station and then proceeds south to Derry Road, east along Derry Road and Old Derry Road, and north along Highway 427 to the Albion Road Station. This route provides an alternative along an arterial road. This corridor includes large lot industrial properties and bisects the Lester B. Pearson Operating Area, which includes development control regulations. As such, this alternative route was screened out and was not carried forward into a detailed comparative evaluation.

Segment B Alternative Routes

7. Segment B was partitioned into west-east routes and north-south routes to facilitate the evaluation of the identified alternatives.

a. Segment B West-East Alternative Routes

The following west-east alternative routes were subjected to a high-level comparative evaluation for Segment B. The routes referenced as “Utility/Hydro

Transmission Corridor” and “Steeles Avenue” were carried forward into a detailed comparative evaluation.

i. Segment B “Utility/Hydro Transmission Corridor” Route

The “Utility/Hydro Transmission Corridor” route starts at the Keele/CNR Station and then proceeds northeast along the utility corridor (Parkway Belt) to the north-south routes at the proposed Buttonville Station (referenced in the Environmental Report as the Buttonville Regulation Facility). This route follows existing utility corridors (Parkway Belt) for most of its length. Utility corridors provide a land reserve for future linear facilities and other facilities. This alternative route was selected to be carried forward into a detailed comparative evaluation.

ii. Segment B “Steeles Avenue” Route

The “Steeles Avenue“ route starts at the Keele/CNR Station and then proceeds east along Steeles Avenue to Warden Avenue. Steeles Avenue consists of a mix of industrial, commercial and residential areas. This Alternative route uses existing road rights-of-way. This alternative route was selected to be carried forward into a detailed comparative evaluation.

iii. Segment B “Rail Corridor” Route

The “Rail Corridor“ route begins at the Keele/CNR Station and then proceeds east along the CN railway corridor and ends at the proposed north-south routes. This route follows the existing railway corridor and is located adjacent to industrial properties. This alternative had significant construction constraints (e.g., steep valleys, proximity to the railway tracks, and lack of storage area), limited working space, operational issues, and the potential to be impacted by

future rail work. As such, this alternative route was screened out and was not carried forward into a detailed comparative evaluation.

iv. Segment B “Keele Street/Finch Avenue” Route

The “Keele Street/Finch Avenue” route starts at the Keele/CNR Station and then proceeds south along Keele Street to Finch Avenue and connects to proposed north-south routes. This corridor is located along an existing road right-of-way. This alternative had high volumes of traffic, high population densities, construction constraints, and the potential impact of a subway extension. This alternative route was screened out and was not carried forward into a detailed comparative evaluation.

b. Segment B North-South Alternative Routes

The following north-south alternative routes were subjected to a high-level comparative evaluation for Segment B. Two of the four routes considered, referenced as “Utility/Hydro Transmission Corridor” and “Warden Avenue”, were carried forward into a detailed comparative evaluation. Two routes, the Don Valley Ravine Route and the Pharmacy Avenue Route were not subjected to a detailed review for the reasons described below.

i. Segment B “Utility/Hydro Transmission Corridor” Route – North-South

The “Utility/Hydro Transmission Corridor” begins where the east-west route ends at the proposed Buttonville Station. The route travels north-south along the utility corridor and ends north of Sheppard Avenue. This route follows an existing utility corridor and a portion is located on lands that are owned by

Enbridge (from McNicoll Avenue south to Sheppard Avenue). This alternative route was selected to be carried forward into a detailed comparative evaluation.

ii. Segment B “Warden Avenue” Route – North-South

The “Warden Avenue” route begins where the east-west route ends at Warden Avenue and then proceeds south along Warden Avenue to Sheppard Avenue at which point it heads west to terminate at the Buttonville utility corridor between Pharmacy Avenue and Warden Avenue. This route uses the existing road right-of-way. This alternative route was selected to be carried forward into a detailed comparative evaluation.

iii. Segment B “Don Valley Ravine” Route – North-South

The “Don Valley Ravine” route begins at a north-south trending natural ravine area (Don Valley Ravine) located between Bathurst Street and Yonge Street at Highway 407 and routes south to Sheppard Avenue. The route then turns east along Sheppard Avenue to the end point at the Buttonville utility corridor between Pharmacy Avenue and Warden Avenue. This route has significant environmental and socio-economic constraints including residents and businesses in the area as well as construction and operational issues (e.g., pipeline access). This alternative route was screened out and was not carried forward into a detailed comparative evaluation.

iv. Segment B “Pharmacy Avenue” Route – North-South

The “Pharmacy Avenue” route begins where the east-west route ends at Pharmacy Avenue and then heads south along Pharmacy Avenue to Sheppard Avenue at which point it heads east to terminate at the Buttonville utility corridor. This route follows existing road right-of-way. This alternative route had

construction constraints, a relatively narrow right-of-way, and high potential for socio-economic impacts. As such, this alternative route was screened out and was not carried forward into a detailed comparative evaluation.

8. The description of the Preferred Route is found in Exhibit B, Tab 1, Schedule 1.