



Meeting Minutes

**GTA Project – Langstaff Gateway Development, Condor Lands
August 29, 10:00am, Schaeffers Eng., 6 Ronrose Drive, Concord**

Attendees:

Schaeffers & Associates
Condor Properties
Enbridge Gas Distribution

Al Steedman, President
Sam Balsamo, President
Jim Arnott, Municipal Coordination Advisor
Cindy Mills, Stakeholder Relations
Mario Furgiuele, Land Agent
Mohammed Koussarnia, Property Agent
Byron Madrid, Engineering and Construction
Lisa Dumond, Environmental Specialist

Minutes:

GTA Project Overview

- Enbridge Gas Distribution, (“EGD”) reviewed project highlights.
- The Preferred Route for Segment B of GTA Project between Yonge Street and Bayview Avenue is currently proposed on the north boundary of Holy Cross Cemetery in a straight alignment between Yonge and Bayview. An alternate route (minor deviation) is proposed along Langstaff Road East.
- The Preferred Route would align with the south side of the proposed South Boulevard originally proposed in Phase 2 of the Langstaff Gateway Development. The pipeline alignment would allow the proposed recreational trail and tree plantings.
- A six meter easement is sought for the pipeline alignment.
- Depth of cover average is 0.9 m, with deeper cover at road crossings watercourse crossings.
- No development setbacks are required for the proposed pipeline.
- EGD has met with and discussed the project with Angus Glen Developments regarding the east portion of the Phase 1 development.
- EGD would seek private landowner easements where required independently of Condor Development negotiations.
- Langstaff Road is a transitional road, and is not expected to be maintained as part of the Langstaff Development. If the pipeline alignment were to be constructed on Langstaff Road, future relocations would involve significant cost.
- Construction of Segment B is proposed in Q3 and Q4 2014.
- Project website is at www.enbridgegas.com/gtaproject

Langstaff Development Overview

- The Langstaff Development Secondary Plan is proposed between Yonge Street and Bayview between Holy Cross Cemetery and Highway 407.
- Condor Properties is the largest landowner in the Langstaff Gateway Secondary Plan.



- The development plan is still in conceptual stages.
- Phase 1 of the development is a residential area which would be developed first, followed by high density buildings adjacent to Yonge St.
- Phase 2 plans will not be announced until the subway extension is announced.
- Phase 2 would include the proposed South Boulevard, a street running along the north boundary of the cemetery.
- Condor Properties are currently securing allocation which determines building locations and Pomona Creek sewer alignment.
- Currently building plans do not require development of a South Boulevard.
- Current plans regarding Pomona Creek may include some minor realignment. The work at the watercourse is constrained at the north and south property boundaries.
- Condor Properties are not sufficiently along in design plans to be able to provide a commitment for the proposed easement on South Boulevard.
- Preferred timing for this discussion is in Spring 2013 when plans are further developed.

GTA Project Regulatory Process Overview

- EGD is regulated by the Ontario Energy Board (“OEB”) and must receive approval to construct (called a Leave to Construct) from the OEB prior to construction.
- The environmental assessment and public consultation has been completed in accordance with OEB guidelines and the OEB Act.
- Although this process does not fall under the Environmental Assessment Act, the requirements and process is comparable to what is required in Municipal Class Environmental Assessments for projects categorized as Schedule C undertakings.
- Once complete, the environmental report is circulated to affected municipalities, conservation authorities and the Ontario Pipeline Co-ordinating Committee (OPCC). If requested, the environmental report is also circulated to landowners adjacent to the Preferred Route and to interest groups. Where possible, all outstanding issues are resolved prior to submission to the OEB.
- Individuals or groups may write to the OEB to give their opinion on the proceeding.
- Please see the full details on how interested parties can contact the OEB and provide comment at:
www.ontarioenergyboard.ca/OEB → Industry → Media Room → Publications → OEB Resource Guide

Next Steps

- EGD plans on submitting the Leave to Construct Application to the OEB in mid-November.
- EGD will contact Condor Properties in spring 2013 to continue discussions regarding easement for the proposed pipeline.
- The OEB will review the Leave to Construct Application in 2012 - 2013.
- Detailed design is generally planned to commence after approval from the OEB.

Action Items

- EGD
 - Add Sam Balasmo and Al Steedman to project distribution list.
 - Contact Condor Properties in spring 2013.
 - Provide proposed route alignments mapping to attendees.

Please contact lisa.dumond@enbridge.com for changes to minutes.



Meeting Minutes

**GTA Project – Langstaff Gateway Development, Condor Lands
April 5, 9:00am, City of Markham, Markham Civic Centre**

Attendees:

Condor Properties	Sam Balsamo, President Al Duffy
Schaeffer's & Associates (consultant for Condor)	Al Steedman, President
Angus Glen Development MMM (consultant for Angus) City of Markham	Michael Montgomery Jeff King, VP Infrastructure Rachel Prudhomme, Manager Special Projects Alan Brown, Director Engineering
Enbridge Gas Distribution	Jim Arnott, Municipal Coordination Advisor Cindy Mills, Stakeholder Relations Mohammed Koussarnia, Property Agent Byron Madrid, Engineering and Construction Lisa Dumond, Environmental Specialist Bill Coldicott, Manager Lands

Minutes:

Introductions

General Comments from Markham and Developers

- City of Markham and Langstaff Developers recognize the need for pipeline. Concerns are related to proposed alignment.
- The required Langstaff Development engineering detail, currently at the conceptual stage, is not expected to be ready by the time Enbridge enters pipeline detailed engineering design.
- Does not want the proposed alignment to restrict options for the development area. Inquired what constraints would be in place that would govern crossings, fill, setbacks, and development construction around the line.
- Local utilities, street trees, services, would be paralleling and stacked in South Blvd, and there are concerns of adequate space for all in the boulevard.
- Largest development proposal in Canada (35,000 people, 15,000 units).

South Blvd and Yonge St

- South Blvd has municipal/regional servicing such as sanitary, stormwater, District Energy lines, and other planned utilities for the development.



- Major proposed grade separation over the CN railway for South Blvd.
- Future Yonge St Subway station, possibly with 2 underground levels.
- Retaining wall will be almost the full length of South Blvd up to 7 m high.
- Viva plans and Yonge Subway includes a subway, station, large buildings, and direct access at the Yonge intersection. This corner is of particular concern because of infrastructure and traffic density.
- Access to Hwy 407 at Yonge St. may be lowered, but this area has not yet been designed.
- Consideration of access for maintenance of pipeline.
- York Region sewer line may be in the road alignment as well. Enbridge indicated they are meeting to discuss the planned sewer line with York Region.
- Existing large diameter water mains and existing sanitary manholes in corridor, on east side. Concerned with pipeline alignment crossing Bayview due to plans to construct a sewer line east of Bayview.
- There are no development setbacks associated with the pipeline, except some restrictions in the easement itself (6 m wide). Enbridge can provide comment/propose mitigation to reduce potential constraints once development plans are reviewed.
- Enbridge is currently seeking the alignment on the southernmost edge of South Blvd.
- Enbridge can review a cross section of the other utilities planned for South Blvd.
- Enbridge has been working with other developers and municipalities with proposed developments along the route to mitigate conflicts (i.e., deepening proposed alignment to avoid conflict with future facilities).

Schedule

- Langstaff development would be predominantly under construction subsequent to pipeline construction.
- Enbridge construction planned to start Jan 2015, in service by Nov 2015. Langstaff Phase 1 is proposed to break ground in 2015.
- CN overpass and majority of South Blvd build is planned for Phases 2 and 3. Each Phase is associated with a transportation plan. The Subway component is planned for construction in 10 years. South Blvd will be constructed piece-meal as needed, and the full length may be constructed in 10 to 15 years.

Alternative Pipeline Routes Considered

- Enbridge provided clarification on location of Preferred Route (South Blvd) and minor proposed route deviation (Langstaff Rd).
- Enbridge investigated alternative routes during the route analysis.
 - Restrictions in the northern electrical transmission corridor include setbacks from existing large infrastructure, future Transitway setbacks, and Viva expansion.
 - MTO maintains a setback requirement within their existing Hwy 407 easement.
 - The designated utility corridor north of Hwy 407 was considered, but the corridor is heavily developed leaving no available lands.
 - The existing Langstaff Rd was also considered, but in light of the planned Langstaff decommissioning, the routing was then re-considered within the preferred South Blvd right of way.
- Enbridge would prefer to avoid future relocations.
- Enbridge will provide a list of constraints encountered during initial investigation of the pipeline alignment through this section from Yonge St to Bayview Ave.



Next Steps

- Alan Brown will send out potential dates for another meeting with Enbridge, the developers and their consultants in 1 month. Company one-point of contacts are:
 - Al Steedman – Schaeffers on behalf of Condor Properties
 - Jeff King – MMM on behalf of Angus Glen
 - Rachel Prudhomme – City of Markham
 - Byron Madrid – Enbridge Gas Distribution
- Enbridge to complete geotechnical boreholes near Yonge St on Condor Properties lands to assist feasibility assessment.
- All Action Items to be completed by April 22, 2013 to the extent possible.

Action Items

- Enbridge to provide guidelines and identify constraints that would govern crossings, fill, setbacks, and construction work once the main is in place.
- Enbridge to provide the list of constraints encountered during initial routing assessment.
- Enbridge to send Al Steedman the proposed geotechnical borehole locations for approval.
- Condor and Angus Glen to provide Enbridge and City of Markham more details on the proposed development including preliminary grading profiles.
- Condor and Angus Glen to provide Enbridge and City of Markham conceptual profiles of South Blvd to Enbridge.

Please contact lisa.dumond@enbridge.com for changes to minutes.



Meeting Minutes

**GTA Project – Langstaff Gateway Development, Condor Lands
August 6, 1:30pm, City of Markham, Markham Civic Centre**

Attendees:

City of Markham	Rachel Prudhomme, Manager Special Projects Alan Brown, Director Engineering
Condor Properties	Angelo De Gasperis, CEO Sam Balsamo, President Bruno _____ (To be confirmed by Condor)
Schaeffer and Associates (consultant for Condor)	Al Steedman, President
Enbridge Gas Distribution	Byron Madrid, Engineering and Construction Bill Coldicott, Manager Lands Cindy Mills, Stakeholder Relations Jim Arnott, Municipal Coordination Advisor Lisa Dumond, Environmental Specialist

Minutes:

Introductions

Clarification of Issues

- EGDs proposed 6 m easement is not intended to push South Blvd north by that distance but was intended as a temporary measure until such time as the road was assumed by the municipality.
- Other underground services could be installed within the 6 m easement.
- Separation distances: EGD would require a 2 ft lateral separation distance from the proposed 36" pipeline from future infrastructure.
- Condor would prefer not to have EGD constraining their own development by way of cost, space, and time.
- Prior to reviewing Condor conceptual drawings, EGD had proposed isolated open cut installation methodology, with a depth of cover of approximately 5 ft.
- Increasing the pipeline depth would decrease the potential constraints for the developer. Deeper installation is possible using trenchless technology such as the Horizontal Directional Drilling ("HDD") technique.
- HDD can be drilled through bedrock, and may be able to install the pipeline at substantial depth to avoid footings for bridges, retaining walls and piles. EGD would be able to provide a post construction pipe elevation.
- EGD can review the proposed development design information and allow for the appropriate installation depth. EGD would also need to confirm suitability of subsurface ground conditions for HDD installation.
- If installed using the trenchless HDD method, EGD would not require physical access to the line for maintenance and operations.



- EGD would be notified as part of the standard locates notification process for all pipe sizes regardless of the installation depth.
- The pipeline is a solid length of steel pipe - no surface venting or other pipeline infrastructure is required within this area. Standard surface markers will be required.
- Micro-rerouting immediately east of Yonge and at other locations can be done as needed, with consultation and information from the developer, to avoid existing or planned infrastructure.

Constraints Map

- EGD provided a detailed map illustrating the constraints north of the development lands.
- EGD discussed Transitway alignment and restrictions. Transitway right-of-way is approximately 30 m wide.
- Access between Hwy 7 and Hwy 407 for construction is not feasible and would require road closures. Discussion Condor suggested using conventional tunneling technology (common in watermain installation) to install the pipe through the congested areas. EGD explained that there are numerous differences between installing a watermain and a 36" diameter steel pipeline.
- The pipe bend radius is constrained due to the large diameter pipeline, and to ensure success of in-line inspection tools required to run through the line.
- Discussed potential routing alternative in a strip of IO lands immediately south of Hwy 407. EGD considered this route would be more challenging for the development as secondary plans showed buildings immediately south of the strip. Maintenance of the pipe after installation would have required access through adjacent development lands. Condor acknowledged this would not be preferable and City of Markham concurred
- Condor stated there are other possible route alternatives and would review the maps.

Schedule

- OEB Regulatory Review Schedule:
 - Settlement Conference scheduled August 19 2013
 - Oral Hearing scheduled September 12 – 25 2013

Discussion on Potential Next Steps

- Discussion on Guiding Principles that would frame the conditions/exemptions to allow Langstaff construction to proceed unencumbered.
- Discussion about engaging a provincial facilitator to discuss potential easement in MTO/407/Transitway corridors.
- An easement would be for a term with appropriate compensation. The term would be >20 years to accommodate the phased development, assuming eventual municipal assumption of the road.
- Condor noted the road may remain privately owned. In this scenario, the easement would be permanent.

Action Items

- Condor to investigate potential for provincial facilitator.
- EGD to request information on change of land with the existing municipal ROW for Langstaff Rd E (formally known as Benson Rd) at Yonge St.
- EGD to provide Guiding Principles of installation, separation distances, maintenance/operation, and construction constraints to Al Brown.
- EGD to update the constraints map to show planned width of Transitway Path.

Please contact lisa.dumond@enbridge.com for changes to minutes.