

GTA Project

Criteria used by Enbridge to evaluate pipeline routes include linear & continuous corridor, available working space, routes with least environmental impact, consultation feedback, location of existing utilities & planned infrastructures and potential for third party damages. Safety is a priority for Enbridge and as such, the route selection must allow for the safe and reliable operations and maintenance of our pipelines. The route must allow Enbridge the ability to conduct its regular maintenance and inspection programs.

Please find below a list of constructability constraints/factors for the route options mentioned at the April 5, 2013 meeting with representatives from the City of Markham and the Langstaff Development Land Owners (Condor Properties, Angus Glen Developers and their consultants).

In the designated Utility Corridor north of the 407 ETR:

The availability, accessibility and constructability within the designated Utility Corridor have been eliminated due to the existing development and structures located on the designated Utility Corridor.

Traveling from west of Yonge St. to east of Bayview Ave.

- HONI Tower Corridor crosses the Utility Corridor as it travels from south side of 407ETR to north side
- Protected Transit Way Corridor is aligned on the Utility Corridor as it crosses from south of 407ETR to north of 407ETR
- Bridge abutments for Yonge St to 407ETR are on the Utility Corridor alignment
- Pomona Creek conflict with Utility Corridor crossing alignment – west of Yonge St
- 407ETR ramp to Yonge St crosses under HWY 7 – the overpass bridge is on the Utility Corridor
- Yonge Subway extension plans conflict with Utility Corridor on north side of the 407ETR due to undetermined depth
- Metrolinx Bridge structure, for Hwy 7, on Utility Corridor alignment
- Petro Canada gas station is on the Utility Corridor
- Sales Office (east of Petro Canada gas station) is on the Utility Corridor
- PowerStream Substation is on top of the Utility Corridor
- PowerStream's Local Distribution line starting at the Substation and traveling east, is located on the Utility Corridor alignment
- West side of Bayview Ave – the Bayview Bridge Structure is on the Utility Corridor alignment
- East side of Bayview Ave – New VIVA Transfer Station projects within the Utility Corridor
- Bell Canada building east of Bayview Avenue sits within the Utility Corridor
- The HWY 7 & 407ETR bridge abutments, over German Mills Creek, conflict with the Utility Corridor
- Changes to Conservation Authority requirements makes Utility Corridor alignment adjacent to German Mills Creek no longer acceptable
- HONI Tower Corridor crosses the Utility Corridor as it travels from north side of 407ETR to south side

In the Transit Way Corridor:

- The Transit Way will not approve the construction of the pipeline within their Corridor (as per pre-consultation discussions held in early 2012)
- Transit Way has specific guidelines for offsets from their Corridor
- Not an Viable Option

Between HWY 7 Corridor and 407ETR Corridor:

- The Transit Way Corridor alignment is located within the above two Highway Corridors
- As mentioned above, Transit Way will not grant approvals to install plant in their Corridor
- Constructability and accessibility to this area between the Highway Corridors is not available due to bridge structures, change in grade elevations, and Metrolinx Rail Corridor

Within the existing Langstaff Road allowance:

- Currently proposed for a realignment as part of the Langstaff Gateway Development
- Proposed Subway extension design crossing 407ETR not finalized and will cross existing Langstaff Rd
- York Region proposed waste water main north side of 407ETR crossing to the south side, depth and grade unknown, has not been designed yet but will need to be considered
- Road/Bridge under the 407ETR to connect High Tech Rd to Langstaff development is a proposed future design that is not available yet
- Langstaff Gateway development design of building structures along existing Langstaff Rd. would interfere with the proposed GTA pipeline alignment
- Existing EGD 12" main pipeline will potentially need to be relocated
- Ramp from Yonge St, north bound, to 407ETR, east bound, may have change of grade and/or alignment
- Construction would be under the middle of existing Langstaff Rd and require road closure to avoid 407ETR wall
- Alignment may require relocation or closure of GO transit parking lot during construction
- Alignment and location of possible future extra railway tracks, at Metrolinx station, not confirmed at this time
- Bayview Avenue crossing from Langstaff Road to east side of Bayview Avenue, paralleling 407ETR, conflicts with bridge abutments

As a result of the high number of coincident constraints identified in all the above options along the relatively short stretch, possible mitigation for one constraint causes issues with adjacent or coincident constraints.