

**DESKTOP ROUTING ANALYSIS
LOW-CARBON ENERGY PROJECT – ENBRIDGE GAS INC.**

Evaluation Criteria	Preliminary Preferred Route	Alternative Route	Disconnect Locations ³
BIOPHYSICAL CONSTRAINTS			
Waterbodies (naturally occurring lakes or ponds) in Project footprint ¹	0	0	0
Watercourses (rivers and streams) overlapping with Project footprint	0	0	0
Wetlands/wetland complexes in Project footprint	0	0	0
Special Policy Areas (i.e., Greenbelt) in Project footprint	0	0	0
Areas of Natural or Scientific Interest in Project footprint	0	0	0
Vegetation in Project footprint (Low, Moderate or High) ²	Low	Low	Low
SOCIO-ECONOMIC CONSTRAINTS			
Residences in Project footprint	1	1	5
Commercial/Industrial properties in Project footprint	1 Enbridge Facility and 1 other business	1 Enbridge Facility and 1 other business	None
Institutional Buildings (i.e., schools, churches, healthcare) in Project footprint	0	0	0
Recreational Uses in Project footprint (does not include bike routes)	None	None	None
Cultural Features in Project footprint	None	None	None
Archaeological Potential (Low, High) in Project footprint	Low	Low	Low
Prime Agricultural Lands in Project footprint	None	None	None
Specialty Crop Areas in Project footprint	None	None	None
TECHNICAL CONSTRAINTS			
Route Length (km)	1,057 m	544 m	2 Disconnect Locations
Major Highway Crossings (e.g., 400 series)	0	0	N/A
Major Road Crossings	0	1. Woodbine Avenue (runs along) ⁴	N/A
Minor Road Crossings (number)	1. Honda Boulevard (crosses twice) 2. Mobis Drive	0	N/A

Evaluation Criteria	Preliminary Preferred Route	Alternative Route	Disconnect Locations ³
Rail Crossings (number)	0	0	N/A
Major Overhead Electric Transmission Lines Crossed (number)	0	0	0
Traffic Volume (Low, Moderate or High)	Moderate	Moderate	Low
Adequacy of Temporary Working Space and Laydown Areas (Poor, Good, Excellent)	Good	Good	Poor (the disconnect locations are within urban subdivisions which offer very limited temporary working space)

Note: Select data may require field verification; however field verification is not anticipated to change the outcome of the evaluation.

¹The Project footprint is defined as 30 m on both sides of the Preliminary Preferred Route data provided by Enbridge, and as 30 m on both sides of the road from the center of the road for the Alternative Route.

²Low is defined as vegetation within the Project footprint being predominantly agricultural fields (annual row crops and/or perennial cover crops). Moderate is defined as a relatively even mix of agricultural fields and natural vegetation (such as marshes, swamps, and woodlands). High is defined as vegetation within the study area being predominantly natural (such as marshes, swamps and woodlands).

³Disconnect locations are provided for information purposes only, as the same disconnect locations will be required for both the Preliminary Preferred Route and the Alternative Route.

⁴Road may or may not be crossed by the proposed route, and can be re-evaluated pending the receipt of more accurate routing data.

Minor Modifications and Flexibility in the Planning Process

Considering the above and the nature of the study area, it is possible that modifications to the project may be required to account for input received as part of the stakeholder and Indigenous consultation program, or due to other unforeseen events such as unidentified construction projects in the area. This could include, for example, changes to the route such as its alignment or location. Considering the dynamic nature of the study area, the project team acknowledges that flexibility going forward is required to accommodate potential future changes that cannot be predicted at this time.