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September 27, 2013

VIA COURIER, EMAIL and RESS

Ms. Kirsten Walli
Ontario Energy Board
P.O. Box 2319
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

**Re: Enbridge Gas Distribution Inc. ("Enbridge")
EB-2012-0451 - Greater Toronto Area ("GTA") LTC Project
Updated Evidence**

Please find the attached evidence update regarding routing and consultation with landowners. This evidence pertains to Enbridge's Panel 4 which is scheduled to be heard on Monday September 30, 2013. Enbridge and Markham Gateway are continuing to have discussions regarding the location of the proposed pipeline within the Markham Gateway lands.

This evidence is being filed through the Ontario Energy Board's Regulatory Electronic Submission System and all of the GTA evidence can be found on Enbridge's website at www.enbridgegas.com/gtaproject.

Please contact me if you have any questions.

Yours truly,

[original signed]

Shari Lynn Spratt
Supervisor Regulatory Proceedings

cc: EB-2012-0451, EB-2012-0433, and EB-2013-0074 Interested Parties

NEGOTIATIONS TO DATE

1. The status of negotiations with each affected landowner is listed below:

<u>Landowners</u>	<u>Status</u>
Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure Ontario	Ongoing
Hydro One Networks Inc.	Ongoing
Toronto and Region Conservation Authority ("TRCA")	Ongoing
 <u>Private Owners:</u>	
1083131 Ontario Inc.	Initial Contact
Airport 407 Business Campus Inc.	Initial Contact
2074070 Ontario Inc.	Initial Contact
5 Ruggles Ave. Development Inc.	Ongoing
10 Ruggles Ave. Development Inc.	Ongoing
5 Langstaff Rd East Development Inc.	Ongoing
9 Langstaff Rd East Development Inc.	Ongoing
Holy Cross Cemetery	Ongoing
Contango Holding Ltd.	Initial Contact
M.A.N Enterprises Ltd.	Initial Contact
A.G.S. Consultants Ltd.	Initial Contact
7900 Airport Road Developments Inc.	Initial Contact
Prologis Canada LLC	Initial Contact
Private Landowner 1	Initial Contact

Private Landowner 2	Initial Contact
Private Landowner 3	Initial Contact
Private Landowner 4	Initial Contact
Private Landowner 5	Ongoing

2. All stakeholders have been informed that Enbridge requires a six meter (6 m) wide easement across their respective properties. Each stakeholder has expressed commitment to cooperate with Enbridge's easement requirements, except the following private land owners:

- 5 Ruggles Ave. Development Inc.
- 10 Ruggles Ave. Development Inc.
- 5 Langstaff Rd East Development Inc.
- 9 Langstaff Rd East Development Inc.

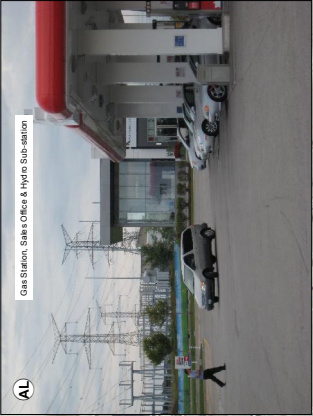
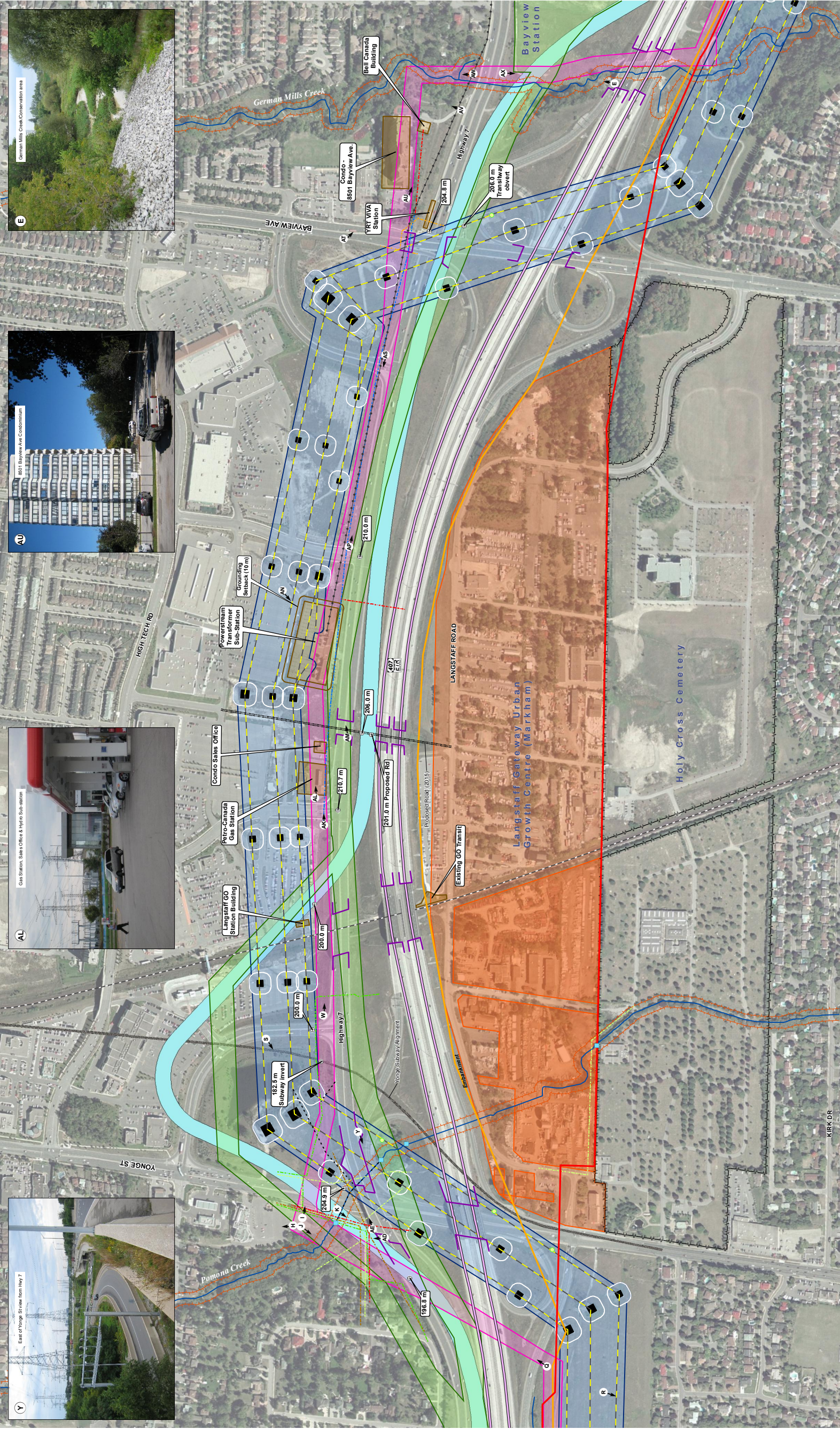
The private landowners listed above have made no commitment to grant the required easements at this stage. These landowners recently expressed concern regarding the available space in the right-of-way within the proposed Langstaff Development in the City of Markham. Enbridge and the landowners have been in discussions regarding the route constraints for the project. The attachments as listed below provide further detail.

/u

Attachment	Description
2	Alternative Route Constraints Map, Photos, and Constraints List
3	Summary of Langstaff Consultation
4	GTA Project - Pre-Consultation Meeting with Town of Markham - December 13, 2011 - Meeting Minutes

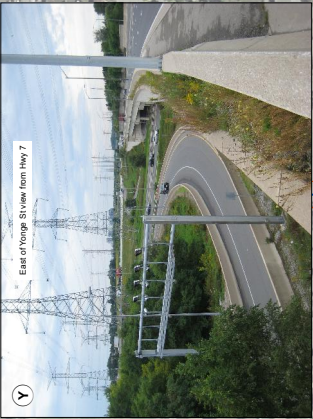
5	Meeting Minutes - GTA Project – Langstaff Gateway Development, Condor Lands - August 29, 2012 , April 5, 2013, and August 6, 2013
6	Meeting Minutes - GTA Project – Langstaff Gateway Development, Angus Glen Lands – June 21, 2012, August 8, 2012, August 22, 2013

3. Private Landowner 5 has been contacted to continue discussions on land requirements related to the owner's property near the intersection of Rodick Road and the Highway 407.
4. Consultations will continue to be held with all affected landowners.
5. Enbridge will obtain all required Permits, Agreement to Grant Easements, Easements, and Working Area Agreements, as required, for the routes and locations of the proposed pipelines and facilities required for construction.
6. Attached are Letters of Acknowledgement received from the following landowners:
 - a. Her Majesty the Queen in Right of Ontario as Represented by the Minister of Infrastructure Ontario (page 1)
 - b. Hydro One Networks Inc. (page 2)
 - c. TRCA (pages 3 to 4).
7. Attachment 1 are the forms of Agreement that Enbridge will offer to landowners, if /u and as required, including:
 - a. The Agreement to Grant Easement (pages 5 to 12)
 - b. A Standard Easement Agreement (pages 13 to 14)
 - c. The Working Area Agreement (page 15).



AL

Gas Station, Sales Office & Hydro Sub-station



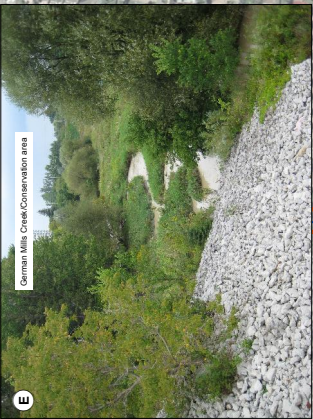
Y

East of Yonge St view from Hwy 7



AU

8501 Bayview Ave Condominium



E

German Mills Creek Conservation area

ENBRIDGE GAS DISTRIBUTION INC.



Utility Corridor Constraints
Yonge to Bayview



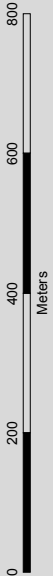
Photo ID and Direction	Transitway Path	Watermain (750 - 1050 mm)	Watercourse	Utility Corridor
⊕ Spot Elevation (m)	Highway 407	Multiple Utilities (Rogers, Telus, Bell, Powerstream)	Bridge Structure	HONI Tower Corridor
● Monopole	Hydro Poles	Powerstream Poleline	Hydro Tower Footprint and Setback (15 m)	Langstaff Gateway Urban Growth Centre (Markham)
■ Pomona Creek Culverts	Bell	Hydro Transmission Lines	Watercourse Setback (15 m)	Lands Owned by Condon
— Proposed GTA Project	Sanitary Sewer (600 mm)	Railway	Holy Cross Cemetery	
— Original Proposed Route	Storm Sewer (300 - 1200 mm)	Culvert	MMAH Transitway	

MAP DRAWING INFORMATION:
DATA PROVIDED FROM DILLON FIELD SURVEY &
MNR LIO GIS DATA

MAP CREATED BY: JJA
MAP CHECKED BY: GM
MAP PROJECTION: NAD 1983 UTM Zone 17N



1:3,500



PROJECT: 10-3784 STATUS: FINAL DATE: 09/23/13

Route Constraint Photos: Yonge to Bayview

The following photos illustrate existing constraints with following the Designated Utility Corridor that is located north of 407ETR/HWY 7 and crosses the 407ETR and HWY 7 twice. These constraints include the following:

- *Constructability/access problems & risks to cross 407ETR & HWY 7*
- *Local Hydro Pole lines located directly on the Corridor*
- *Large grade/elevation changes along the Corridor*
- *Existing building structures located directly on the Corridor*
- *Hydro Transformer Sub-Station located directly on the Corridor*
- *Watercourses and conservation areas on and/or adjacent to the Corridor*

Route Constraint Photos: Yonge - Bayview

View E: East of Bayview Ave – (on north side of 407ETR) Looking north at German Mills Creek/Conservation area adjacent to the east side of Designated Utility Corridor



View H: West of Yonge St - Looking north; from Hindu Museum parking lot



Route Constraint Photos: Yonge - Bayview

**View I: West of Yonge St - Looking east down
the Designated Utility Corridor; from Hindu
Museum parking lot**



**View J: West of Yonge St - Looking west at
Pomona Creek/Conservation area; from Hindu
Museum parking lot**



Route Constraint Photos: Yonge - Bayview

View K: West side of Yonge St - Looking south-west adjacent to the Designated Utility Corridor



View Q: West of Yonge St - Looking north-east within the Designated Utility Corridor; from HONI corridor south of 407ETR



Route Constraint Photos: Yonge - Bayview

**View R: West of Yonge St - Looking south-west
behind Designated Utility Corridor; from HONI
corridor south of 407ETR**



**View S: East of Yonge St - Looking south-west at
Designated Utility Corridor between Hydro
Towers & north side of HWY 7**



Route Constraint Photos: Yonge - Bayview

**View W: East of Yonge St - Looking east at
Designated Utility Corridor between Hydro
Towers & north side of HWY 7**



**View Y: East of Yonge St - Looking west at
Designated Utility Corridor crossing 407ETR,
407ETR westbound ramp & HWY 7 bridge
structures**



Route Constraint Photos: Yonge - Bayview

**View AD: West of Yonge St - Looking north at
Designated Utility Corridor crossing Pomona
Creek/Conservation area & into Hindu
Museum parking lot**



**View AE: West of Yonge St - Looking east at
Designated Utility Corridor crossing 407ETR
west ramp, Yonge St & HONI corridor**



Route Constraint Photos: Yonge - Bayview

**View AK: East of Yonge St - (at Red Maple Rd)
Looking east at Designated Utility Corridor
with Petro-Canada gas station on it**



**View AL: East of Yonge St - (at Red Maple Rd)
Looking east at Designated Utility Corridor
with gas station, Sales Office & Hydro
Transformer Sub-Station on it**



Route Constraint Photos: Yonge - Bayview

**View AM: East of Yonge St – (on HWY 7)
Looking east at Designated Utility Corridor
with Hydro Transformer Sub-Station on it**



View AN: West of Bayview Ave - Looking south-west at Hydro Transformer Sub-Station on Designated Utility Corridor from Wal-Mart parking lot



Route Constraint Photos: Yonge - Bayview

View AP: West of Bayview Ave – (at Silver Linden Dr) Looking east at Local Hydro Pole Line on Designated Utility Corridor



View AS: West of Bayview Ave – Looking west at Local Hydro Pole Line on Designated Utility Corridor



Route Constraint Photos: Yonge - Bayview

View AT: West side of Bayview Ave – Looking east at 8501 Bayview Ave Condo on Designated Utility Corridor



View AU: At west parking for 8501 Bayview Ave – Looking east at Condo & German Mills Creek/Conservation area on Designated Utility Corridor



Route Constraint Photos: Yonge - Bayview

**View AV: At Bell Canada Bldg driveway/HWY 7
– Looking north-east at German Mills
Creek/Conservation area on Designated Utility
Corridor**



**View AW: East of Bayview Ave – (on north side
of HWY 7) – Looking north German Mills
Creek/Conservation area on Designated Utility
Corridor**



Route Constraint Photos: Yonge - Bayview

**View AX: East of Bayview Ave – (on south side of HWY 7) –
Looking south German Mills Creek/Conservation area adjacent
to Designated Utility Corridor**



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.

Summary of Langstaff Consultation

September 26, 2013

Date	Event	Details
2011		
December 2011	Preconsultation meeting with MTO	A preliminary route alternative considered during pre-consultation followed the Designated Utility Corridor north of Hwy 407 between Yonge and Bayview. MTO had concerns with Transitway conflicts and two additional crossings of Hwy 407. The route was refined to avoid crossing to the north side of Hwy 407 and instead travel along the south side of Hwy 407.
December 13, 2011	Pre-Consultation Meeting with Town of Markham	
2012		
March 2012	NOC and First Open Houses	Route between Yonge and Bayview shown travelling along the south side of Hwy 407.
April 16	Comment from public	Drawing attention to embankment south of Hwy 407 raising questions on constructability.
June 6	EGD Route Assessment of Yonge-Bayview	Reviewed 3 options (1) Langstaff Rd, (2) South of 407, (3) South Blvd. Result: Updated Preferred Route to South Blvd. Rationale: The proposed South Blvd would be a municipally assumed road; would avoid relocation in future when Langstaff Road is decommissioned; would avoid future access constraints behind development.
June 14 - 21	Notice of Second Open House	Route shown south of Hwy 407
June 21	Meeting with EGD, Angus Glen and MMM	Preferred Route shown on South Blvd; discussed overview of development plans.
June 26 - 27	Second Open House Mapping	Preferred Route shown on South Blvd; minor deviation shown south of Hwy 407.
August 8	Teleconference with EGD and Angus Glen	
August 29	Meeting with EGD, Condor and Schaeffers	Preferred Route shown on South Blvd; preferred timing for this discussion is in Spring 2013 when plans are further developed.
October 23	Regulatory emails notifying of ER	
October 30	Markham requests information on alignment	
November 12	EGD emailed shapefile of Preferred Route to Markham	Email described the South Blvd alignment as updated route. Shapefile showed South Blvd alignment.

Summary of Langstaff Consultation

September 26, 2013

November 12	Markham indicates they will review information	
December 21	Application and Evidence filed with the OEB	Interested parties/landowners received notification of the submission.
2013		
Feb 12	Application and Evidence filed with the OEB - All landowners were notified of the submission.	Interested parties/landowners received notification of the updated submission.
Feb 21	Markham requests updated shapefile of Preferred Route	
March 5	EGD responds indicating no new updates since November 2012.	
March 5	Markham responds noting concern re: Langstaff Development area.	
March 5	OEB Notice of Application	The OEB Notice was issued to all interested parties/landowners.
March 14	Nuland Consulting on behalf of Condor contacts EGD	Inquiry about easement; project plans, etc.
March 15	Enbridge receives Intervenor request from Markham Gateway Inc.	
April 1	Nuland Consulting requested lands ownership information between Hwy 407 and Hwy 7 from EGD	
April 5	Meeting with EGD, Markham, Condor, Angus Glen and design engineers Schaeffers and MMM	
April 24	OEB Notice of Amended Application	The OEB Notice of the amended application was issued to all interested parties/landowners.
April 26	EGD provides information to Condor and City of Markham	Route Constraints document; Construction around Vital Mains.
May 6	Markham emails Condor requesting cross sections	
May 6	Condor emails EGD indicating they do not wish to provide access for investigative boreholes	
May 21	EGD follows up with Markham re: cross sections	
May 30	Markham indicates they reviewed Condor drawings May 24 which required updates	Noted that once cross sections are done, Condor will send to EGD. Lists questions re: easement and DOC.
May 29	Boreholes drilled on Angus Glen property	
June 11	EGD requests meeting with Markham	

Summary of Langstaff Consultation

September 26, 2013

June 28	Condor cross sections provided as evidence in proceedings	
July (early)	EGD outreach to Markham to meet	
July (mid)	Markham indicates IRs are requiring their time/attention and cannot meet	
July 23	Revised OEB Notice of Application	The revised OEB Notice was sent to all interested parties/landowners
August 6	Meeting with EGD, Markham and Condor	EGD provided detailed constraints mapping
August 19	EGD provides guiding principles to Markham	
August 21	Angus Glen provides draft cross sections to EGD	
August 22	Meeting with EGD and Angus Glen	
August 23	Markham confirms they provided the guiding principles letter to Angus Glen and Condor	
August 25	Email from EGD explaining HDD opportunities and constraints	
September 4	Angus Glen provides example bridge design	
September 25	EGD provides comments to Angus Glen on bridge design and arranges meeting to discuss	



Enbridge GTA Reinforcement Pre-Consultation Meeting with Town of Markham December 13, 2011 Meeting Summary

Attendees

Alan Brown – Town of Markham
Brian Lee – Town of Markham
Craig Fernandes – Enbridge Gas Distribution
Cindy Mills – Enbridge Gas Distribution
Joe Muraca – Dillon Consulting Limited
Merrilees Willemse – Dillon Consulting Limited

Meeting Summary

Item	Summary	Actions
Introductions		
Project Introduction by Dillon and Enbridge	Dillon introduced the project, study areas, and the process being followed for the EA. For this meeting the focus is Segment B, the Don Route study area. The pipeline for this segment would be 36 inches.	
Identification of Key Considerations	<ul style="list-style-type: none"> - Toronto and York Region are trying to determine the logistics governing joint ownership of Steeles. - Steeles route – road is wide – Metrolinx LRT line is expected to Kennedy. Kennedy and Steeles grade separation is planned for 2017. - For alternative on roads (Steeles and Warden) the pipe would be within the right of way. - 407 corridor option – of interest to Markham – Langstaff area has big development plans Yonge to Bayview – high density development with 15000 units planned. - Town provided hard copy of Langstaff Gateway Secondary Plan to Dillon. - Yonge Subway extension station at Langstaff is also near the 407 corridor – includes grade 	Brian gave Langstaff Plans to Merrilees. Dillon to get Yonge Subway plans.

	<p>separation and road realignments – need plans for this.</p> <ul style="list-style-type: none"> - Protection of 407 Transitway needs to be considered. - Segment B construction timeline is anticipated to be 2015 and to take approximately 1 year. Segment A would be constructed in 2014. - Markham EA for Miller Avenue Extension, Roddick Road to Warden – includes Hydro Corridor area to be addressed – Dillon to review the EA. - ORC owns lands along the 407 at the Yonge Street ramp – a developer is trying to acquire these. - Markham has no current plans to acquire more land. - Parkway Belt Plan can provide Dillon and EGD with more info on the management of the area. - For the Regional Roads (Yonge, Bayview, Keele, etc.) – Dillon and EGD need to get utilities mapping from York Region, they manage those roads. - Town of Markham utilities mapping is available and can be provided through request with Brian Lee – Dillon can send digital mapping of Segment B to Brian Lee and go from there to get Markham mapping. - Consultation process for the EA will involve a public announcement sometime in mid-February with the first public meeting in early March. - Depth of the pipe would be a minimum of 4 feet on road right of ways; deeper for river crossings and other sensitive crossings. - No new structures are planned to be included in the project for the north-south portion of Segment B. - In the Langstaff area at Yonge there may be a need for a small district station approximately 30 feet by 30 feet. – The Langstaff area may be a challenge for this but TTC has a parking lot located on the west side of Yonge. According to 	<p>Town to provide to Dillon.</p> <p>Dillon to get from York Region.</p> <p>Brian and Merrilees to organize.</p>
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	<p>EGD, this can be accommodated elsewhere if required.</p> <ul style="list-style-type: none"> - Markham District Energy wants a plant in the Langstaff area. - East of Bayview there is a new sanitary trunk sewer planned to flow from Richmond Hill south following the east side of the CN tracks and then runs east along the south boundary of Langstaff Secondary Plan to the Region's York Durham Sewage System on the east side of Bayview Avenue. - Markham prefers the 407 route but it needs to work around the Langstaff plans and future development. Steeles would be disruptive to traffic. - Langstaff is anticipated to begin building around 2015 – same time as pipe. - Segment B pipeline would operate at a pressure of 500 psi. - Markham can enter into a data sharing agreement with EGD. - Town of Markham (Allan and Brian) wants to meet again when the Segment B plans are more detailed – will give Dillon and EGD more information for 404 and 407 details once Segment B details are developed. 	
Next Steps	Brian will be the contact for the Town. Merrilees will be the contact for Dillon/EGD.	Merrilees to contact Brian for mapping needs.

These meeting notes have been prepared by Merrilees Willemse. If there are any errors or omissions please email her.



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/qtaproject

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.



Meeting Minutes

**Langstaff Rd Development, Yonge St to Bayview Avenue
Thursday June 21, 2012, 1:00, 100 Commerce Valley Dr W**

Attendees: Enbridge Gas Distribution

Jim Arnott
Byron Madrid
Mohammed Koussarnia
Mario Furguele
Lisa Dumond
Michael Montgomery
Jeff King

Angus Glen Developments
MMM Group

Discussion Points:

Proposed Langstaff Rd Area Development

- Phase 1 of the development includes 2 distinct areas. These are on the very east and very western ends of the development plan area.
- Site preparation is proposed to start in 2014 with Phase 1 construction to proceed over the next 12 – 24 months. Total development build out of all lands may be as long as 25 years.
- The proposed South Blvd (adjacent to the cemetery) will be constructed in coordination with the development phasing. Part of South Blvd may be constructed with Phase 1. The South Blvd is currently owned by 5 land owners, including the owners of the east and west Phase 1 areas.
- Where South Blvd would extend, in the central area between Phase 1 East and West, there are three additional property owners.
- Construction during Phase 1 will be managed so that business runs as usual in the central area.
- Construction of Phase 1 and the proposed pipe may occur at the same time. Coordination is required during construction planning.
- Pomona Creek will receive improvements/revitalization.
- Pomona Creek alignment at the proposed pipeline crossing is not proposed to be modified due to other constraints (but improvements will still be made in this area).
- Pipeline construction should occur prior to Pomona Creek revitalization.
- A twin box culvert is currently being proposed to accommodate the South Blvd across Pomona Creek.
- The development also includes a gravity drain sewer crossing Bayview towards German Mills Creek into the utility corridor. The sewer may be as large as 1200 mm with required tunneling being up to 1800 mm in diameter. Current design concepts place the sewer within the Langstaff Rd Right-of-Way with the proposed Bayview Ave crossing north of the cemetery boundary.
- The cemetery is planning development of office and/or commercial buildings west of Bayview/north of Langstaff.



Enbridge Proposed Pipeline

- The proposed Nominal Pipe Size 36" pipeline will meet design standards for maximum density development and no increased setbacks for development planning is required.
- The section of the Preferred Route being presented in the Environmental Assessment relevant to this development routes between Yonge St and Bayview Ave, in a straight line north of the northerly edge of the cemetery.
- Construction in this area is planned for 2014 and 2015, and could take approximately 1.5 months as a rough estimate.
- Details around the proposed alignment to cross Bayview is still in development and could range from south of the interchange to across the woodlot. However, the objective is to re-enter the designated utility corridor north of the Hydro towers east of Bayview.

Action Items

- **Lisa** to send the proposed Preferred Route alignment shape file between Yonge Street and German Mills Creek (about 400 m east of Bayview) to Jeff and Michael.
- **Jeff** will provide a drawing to Jim illustrating the areas for Phase 1.
- **Enbridge** can raise this point with Hydro during consultation re: gravity drain sewer routing east of Bayview
- **Mohammed or Mario** will initiate contact with the other landowners in the area, including the cemetery.

Please contact lisa.dumond@enbridge.com for changes to minutes (July 13, 2012).



Meeting Minutes

Update Meeting

**Langstaff Rd Development, Yonge St to Bayview Avenue
August 8, 2012, 9:00 am, Teleconference**

Attendees: Enbridge Gas Distribution	Jim Arnott Mohammed Koussarnia Mario Furguele Lisa Dumond
Angus Glen Developments	Michael Montgomery

Discussion Points:

Preferred Route

- Enbridge environmental assessment and field reconnaissance has confirmed the Preferred Route between Yonge St and Bayview Avenue
 - Proposed pipeline routes along the south side of the future South Blvd maintaining conceptual recreational trail route and tree plantings

Pipeline Installation across Bayview Ave

- Horizontal Directional Drilling construction technique would be used to install the pipeline across Bayview Avenue
 - There are two locations where Enbridge could position a drilling rig in order to complete the Bayview crossing
 - 1) Preferred - positioned in the existing clearing in the eastern forested area
 - 2) Alternate – positioned in the lot opposite the clearing on the east side of Langstaff Rd (bldg. 205 – see attached photo). This would require the lot be cleared prior to drilling in the latter half of 2014 to provide sufficient construction area. Required work space to be confirmed.
 - As part of the future Site Plan application, Angus Glen will be submitting a Woodlot Management Plan which could propose the clearing be naturalized for use as an active space (i.e., park) rather than reforestation.
 - Enbridge expressed interest in working with Angus Glen, and York Region, in the proposal.

Other

- No changes/updates on:
 - gravity drain sewer routing and profile
 - schedule for Phase 1 development
- Proposed works at Pomona Creek are being managed by others



Action Items

- **Lisa** to send the Preferred Route alignment pdf and shape file between Yonge Street and German Mills Creek (about 400 m east of Bayview) to Jeff and Michael.
- **Jim** to send an aerial illustrating the proposed drill rig location and construction space required in the preferred and alternate locations for Michael to review and provide comment
- **Jim** to contact Jeff King at MMM to obtain update on plans for Pomona Creek
- **Enbridge** to discuss potential for future active space in woodlot and circle back to Michael.
- **Mohammed or Mario** will initiate contact with the other landowners in the area, including the cemetery.

Please contact lisa.dumond@enbridge.com for changes to minutes (August 8, 2012).



Meeting Minutes

Update Meeting

Angus Glen Langstaff Rd Development

Railway to Bayview Avenue

August 22, 2013, 1:30 pm

100 Commerce Valley Dr W, Thornhill (MMM office)

Attendees:

Angus Glen Developments
MMM
Enbridge Gas Distribution

Michael Montgomery, Project Manager
Jeff King, VP, Urban Development
Byron Madrid, Engineering and Construction
Mohammed Koussarnia, Property Agent
Cindy Mills, Stakeholder Relations
Lisa Dumond, Environmental Specialist

Minutes:

Angus Glen Update

- Al Brown (City of Markham Director of Engineering) had met with Angus Glen Development and MMM and provided them with a copy of the Draft EGD Guiding principles for the Langstaff Development.
- Michael is optimistic about working cooperatively with EGD as long as additional costs due to the proposed pipeline can be avoided
- MMM provided EGD with proposed South Blvd.road cross-sections

Drawing Review

- Setback from Proposed Pipeline:
 - EGD confirmed that the 2 ft lateral separation distance is the standard setback between the pipe and future infrastructure. The temporary 6m easement in this section would protect the pipeline during development construction, and would be released after assumption of the proposed South Blvd.by the City of Markham.
- Bridge over CN railway:
 - Piles may be required for abutment footings.
 - Vibration from pile installation from can be mitigated via modifications to the installation method (i.e., slow down pile driving, drilling vs driving, etc.)
 - Angus could advance schedule for preliminary design to identify potential issues.
 - As first step, MMM will look for drawings from previously installed comparable design so EGD can review and provide comments.
- Pipeline installation techniques:
 - A combination of trenchless (i.e., HDD or boring) as well as open cut is acceptable, depending on the expected depth of future infrastructure.



- Open cut would be most feasible east of the railway track (east of the midpoint between “B” and “C” cross sections locations) as additional depth not necessarily required.
- Trenchless design preferred east of rail to gain additional depth to avoid future infrastructure.

Guiding Principles Discussion

- Vital Main Damage Prevention Protocol:
 - EGD is required to be notified during the standard One Call utility locates process. Within EGD, certain departments are made aware of work in the vicinity of the vital main, and would work with the developer to mitigate issues as per usual process working with utilities.
- Development Setbacks:
 - The pipeline is designed to the highest standard, Class 4, meaning it is designed for operation in highly urbanized areas. There are no building setbacks.
- City Zoning:
 - Regardless of EGD design, Angus Glen/MMM is concerned the City of Markham could issue zoning constraints around the pipeline. This has happened in the past for developments near hydro-electric corridors. EGD would be interested in working with the City and Angus Glen should this occur to address concerns.
- District Energy:
 - The District Energy station would need to be serviced by a separate large diameter pipeline, which would also be designed to a Class 4.

Langstaff Woodlot

- A Woodlot Management Plan will be completed as part of Site Plan application.
- City of Markham should be consulted with respect to any potential development plans (i.e., recreational use) in the cleared area.

Schedule

- Angus Glen: Phase 1 construction is expected 2015 or later.
- EGD: Segment A construction to commence late 2014 and be concluded late 2015.
- EGD would seek easements from Angus Glen in late 2013, pending OEB approval.

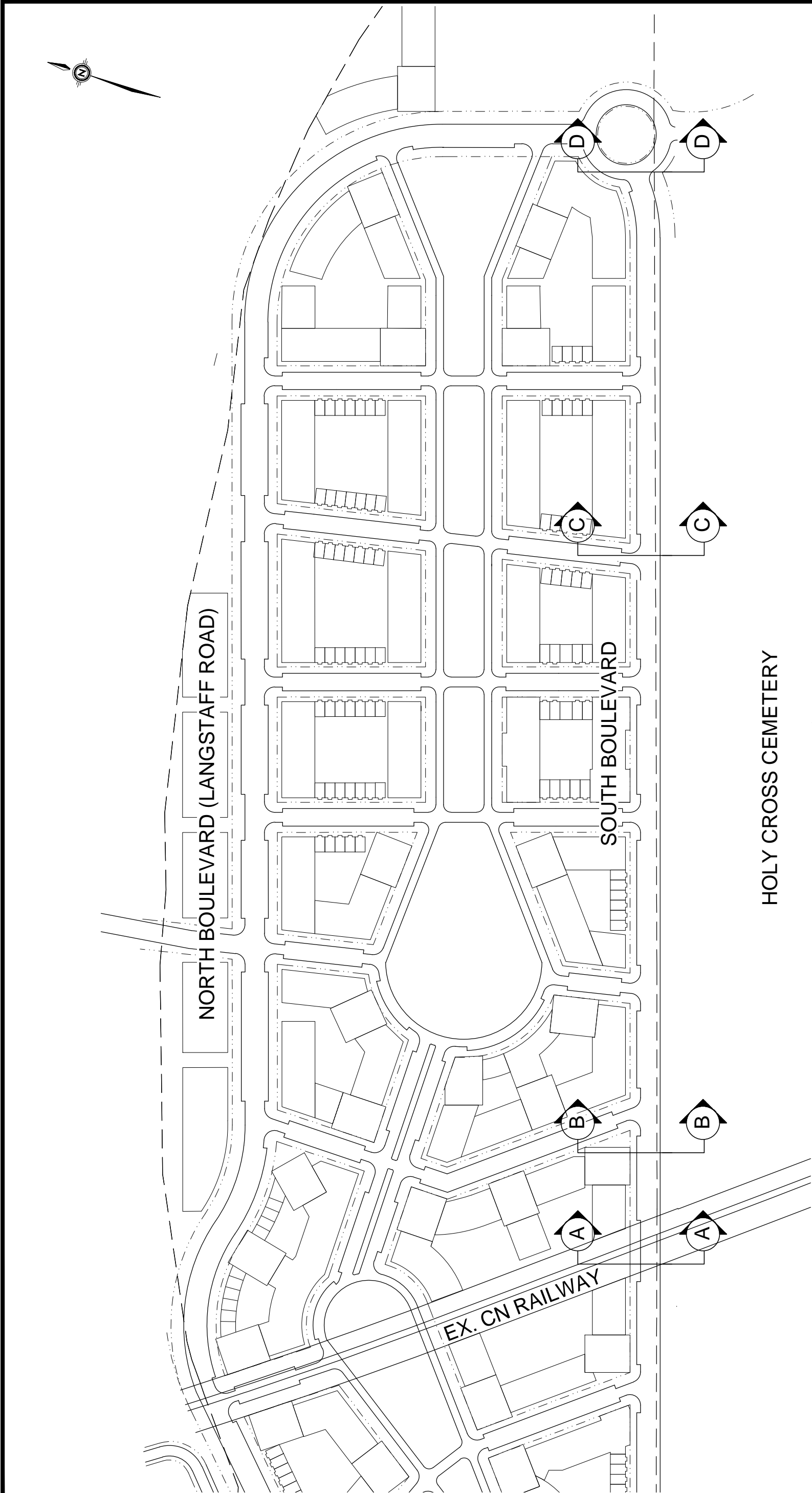
Action Items

- Jeff to provide drawings from a previously installed comparable design of bridge pilings.
- Byron to inquire about design of nearby bridge structures from 407ETR
- Lisa to schedule follow up meeting in 2 months

ATTACHMENTS

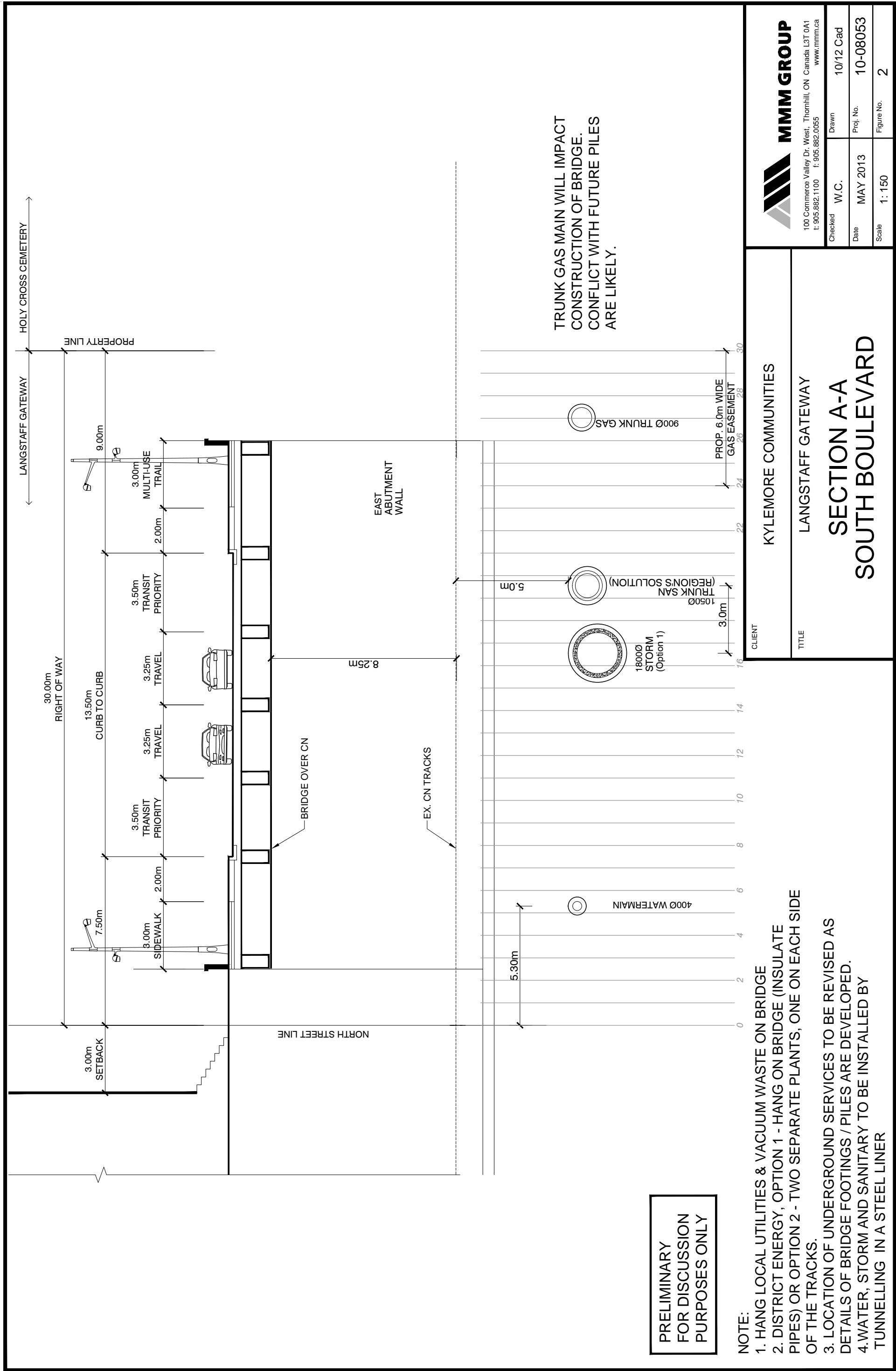
- Draft South Boulevard Cross Sections, (provided by MMM August 21, 2013)
- EGD Project Guiding Principles (August 19, 2013)

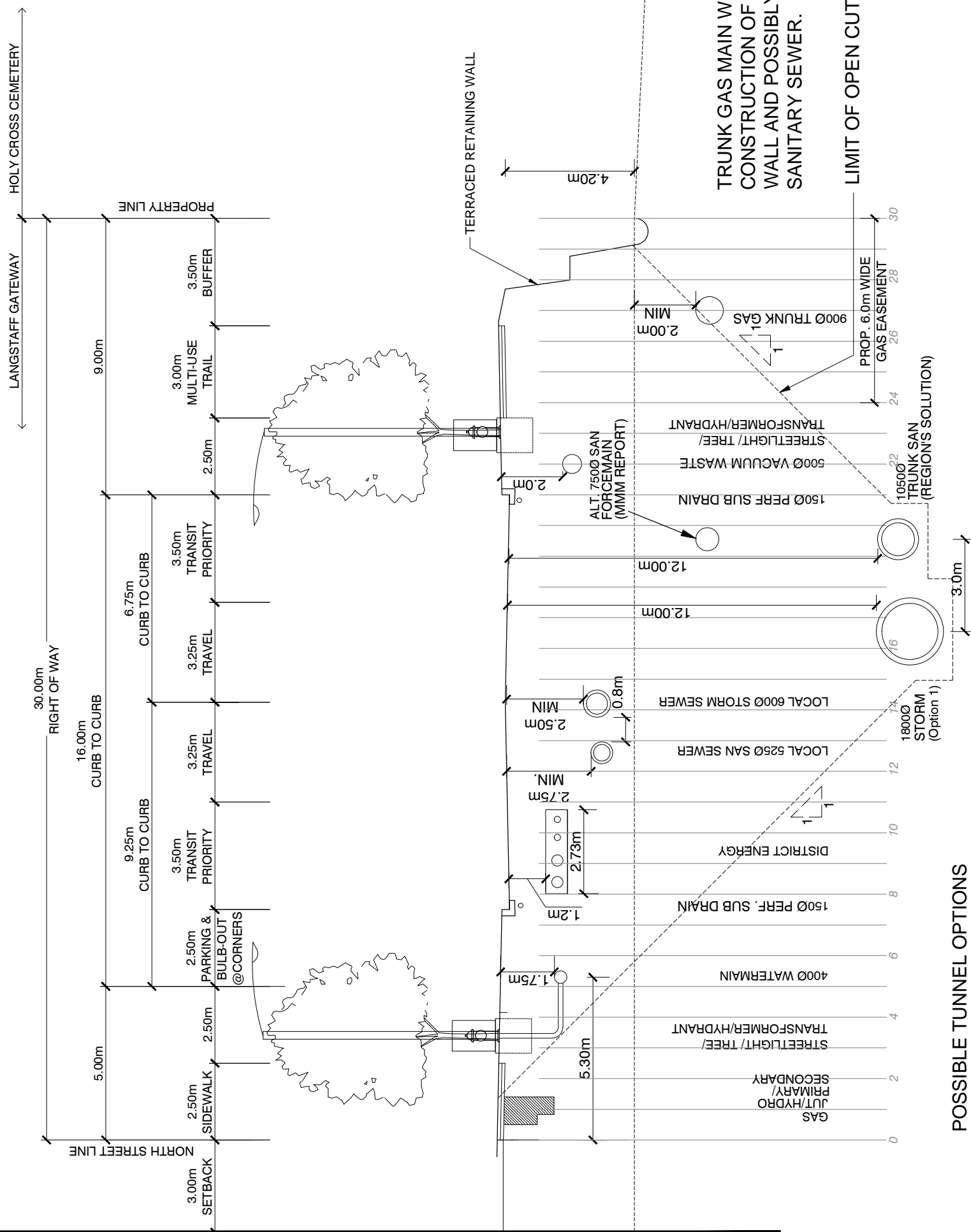
Please contact lisa.dumond@enbridge.com for changes to minutes.



KYLEMORE COMMUNITIES		MMM GROUP 100 Commerce Valley Dr. West, Thornhill, ON Canada L3T 0A1 t: 905.882.1100 f: 905.882.0055 www.mmm.ca	
LANGSTAFF GATEWAY		Checked W.C.	Drawn 10/12 Cad
LOCATION PLAN		Date MAY 2013	Proj. No. 10-08053
		Scale 1: 750	Figure No. 1

PRELIMINARY
FOR DISCUSSION
PURPOSES ONLY





POSSIBLE TUNNEL OPTIONS FOR TRUNK SAN & STORM

PRELIMINARY
FOR DISCUSSION
PURPOSES ONLY

CLIENT

KYLEMORE COMMUNITIES

LANGSTAFF GATEWAY

SECTION B-B
SOUTH BOULEVARD

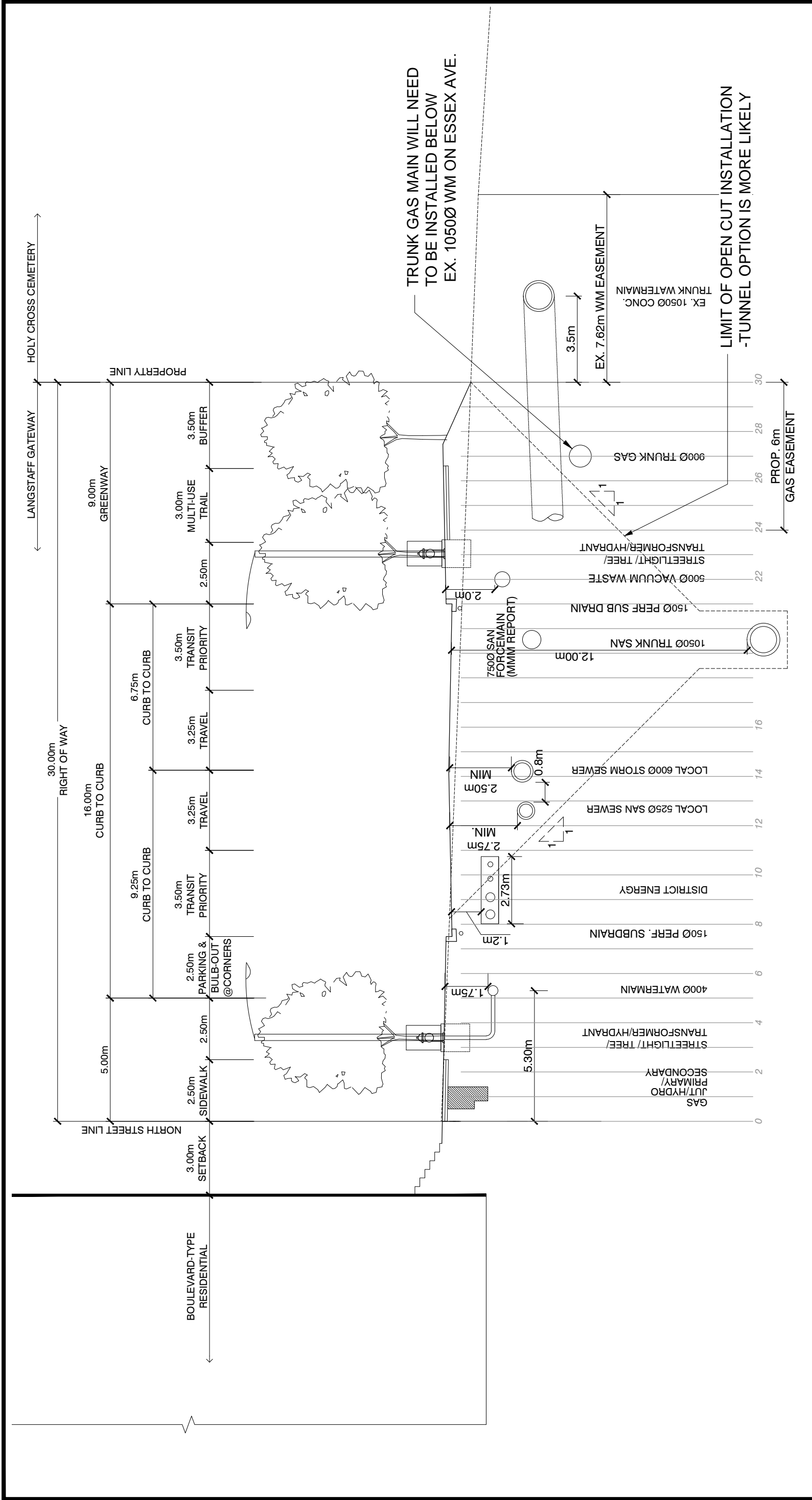
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Date	Proj. No.
MAY 2013	10-08053

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TITLE		Date MAY 2013	Proj. No. 10-08053
KYLEMORE COMMUNITIES		Scale 1: 150	Figure No. 4

LANGSTAFF GATEWAY

SECTION C-C

SOUTH BOULEVARD

PRELIMINARY
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