WITNESS STATEMENT

June 27, 2013

Allan R. Steedman, P. Eng.

Enbridge Gas Distribution Inc. – GTA Project –
Leave to Construct Application – Pipeline Segment B

1. I am a Registered Professional Engineer in the Province of Ontario and a Principal of Schaeffer & Associates Ltd., Consulting Engineers. I have provided engineering services and advice to the development community in the Greater Toronto Area for over 35 years. A *Curriculum Vitae* setting out my educational and professional experience is attached as Appendix 'A'.

2. I was retained by Markham Gateway Inc. (herein "MG") in 2012 to provide engineering and design services for the company's development lands in Markham. The retainer was expanded in the fall of 2012 to include review of the Enbridge GTA Project to consider if the proposed pipeline had impacts on the company's approved plans for the lands.

3. MG is the owner of development lands located in the City of Markham portion of the Richmond Hill/Langstaff Gateway Urban Growth Centre defined under the *Growth Plan for the Greater Golden Horseshoe, 2006.* The company's lands are in the western (or Yonge St.) section of the Growth Centre and are bounded by Hwy 407 on the north, the CNR rail line on the East, Holy Cross Cemetery on the South, and Yonge Street on the West and encompass approximately 17 ha (42 ac) of the 47 ha (116 ac) Markham portion of the provincial Growth Centre lying south of Hwy 407.
4. Lands in the Growth Centre are planned and designated for high density mixed use development through Amendments 183 & 184 to the Official Plan of the Town (now City) of Markham and Regional Official Plan Amendment

No. 4 for the Region of York. These approved documents establish a planned focal area to accommodate and support major transit infrastructure, employment uses and significant residential population.

5. Both Markham and the Region of York endorsed the Secondary Plan policies after a public process undertaken in 2008 - 2011. The Markham portion of the Growth Centre is planned for some 15,000 dwelling units accommodating approximately 32,000 residents together with 15,000 employees. There are minimum density requirements set out in the planning documents.

6. During the processing of the Official Plan documents, the need for a 30m right of way (ROW) along the southerly boundary of the MG lands was determined. This ROW was planned to include the local underground services. The roadway on the ROW must be elevated in part to go over the N-S rail corridor.

7. Five illustrations of the proposed development planned for the Markham portion of the Growth Centre from the *Langstaff Land Use & Built Form Master Plan, October, 2009* are attached as Appendix 'B'. The first illustration (cover page) shows the proposed development form within the Markham Growth Centre. The second illustration (pg. 59) shows development planned for the West Transit Node encompassing the MG property. The third illustration (pg. 83) shows a cross-section of the 30 m ROW near the CNR tracks, the fourth illustration (pg. 85) shows a cross-section of the 30 m ROW at the CN Rail line crossing, and the fifth illustration (pg. 87) shows a cross-section of the CN Rail line itself.

8. To achieve the densities required by the approved planning documents, the limited available space in the ROW on the MG site is required for internal services and no space remains for the 6 m easement sought by Enbridge along the southern boundary of the MG property within the 30 meter ROW.

9. I have reviewed the requirements of OPA 183 & 184 to determine the nature and extent of services required. Plans and cross-sections have been prepared under my supervision and are attached as Appendix 'C'. In preparing the plans and cross-sections, the location of future services is based on a "best information available" scenario developed after discussions and input from the Engineering Department of the City of Markham.

10. The types and extent of services which will be required in the 30 m ROW are not typical of any other roadway in Markham, the Region of York or the Greater Toronto Area. The services are far more space intensive owing to the high density development approved for the Growth Centre.

11. The plans in Appendix 'C' show that with all of the planned facilities, the ROW is crowded before consideration of a 6 meter corridor for Enbridge. While the facilities shown on Appendix 'C' are conceptual until the detailed design is completed, the addition of a 6 meter pipeline corridor would compromise the achievement of the Growth Centre.

12. Enbridge rejected a location for its pipeline easement on the Parkway Belt corridor to the north of Hwy 407 and provided a list of GTA Project Route Constraints. (see *Response to MG Interrogatory #1, Attachment, pg. 1-2*) However, the Environmental Assessment did not show a detailed 'meter by meter' analysis to support that decision. The Environmental Assessment is incomplete on this aspect.

Allan R. Steedman, P. Eng.

Enclosures:

Appendix ‘A’ – *Curriculum Vitae* of A. R. Steedman

Appendix ‘B’ – Excerpts (5) from Langstaff Master Plan, Oct. 2009

Appendix ‘C’ – Plan and cross-sections (4)

APPENDIX "A"

ALLAN R. STEEDMAN, P.ENG
President, Schaeffers Consulting Engineers

Profile

Allan R. Steedman, (B.A.Sc., P.Eng.) is President of Schaeffers Consulting Engineers and has been active in the municipal engineering and land development fields for over forty years. Al's unparalleled experienced garnered in building Schaeffers gives him unique insight on the evolution and urbanization of the Greater Toronto Area. By envisioning successful outcomes and harnessing collective synergy on projects, Al has nurtured close relationships with local agencies, municipalities, and the development community. He is personally familiar with the local regulatory agencies' staff and highly respected for his knowledge and his sensitivity to local issues when identifying and resolving infrastructure challenges. His past participation on Committees and Boards of the PEO and Consulting Engineers of Ontario speaks to his commitment to professionalism. A few examples of his work include being the director-in-charge of the MESP for the Bayview North-West (OPA 121, 113 and 114) and the Elgin-Leslie Secondary Plan (OPA 135) in the Town of Richmond Hill and the Municipal Servicing Study for Block 10 and 11, and the Woodbridge Expansion Area in the City of Vaughan. With broad experience in all aspects of engineering and planning, his professional approach to problem solving, and his knowledge and sensitivity to local issues, developer and municipal requirements, Al has been a valuable asset to many engineering projects in the GTA.

Education
B.A.Sc. Civil Engineering, University of Waterloo, Waterloo, Ontario
Courses in Management Sciences, Laurentian University, Sudbury, Ontario

Professional Affiliations
Professional Engineers Ontario (PEO)
American Public Works Association, Ontario Chapter
Institute of Municipal Engineers
Canadian Society for Civil Engineering
Consulting Engineers of Ontario
Association of Consulting Engineers of Canada

Professional History

1990 TO PRESENT	*President, Schaeffer & Associates Ltd.*
1990 TO 1995	*Principal, Paul Wisner & Associates Inc.*
1984 TO 1990	*Principal, Schaeffer & Associates Ltd.*
1980 TO 1984	*Director, Schaeffer & Associates Ltd.*
1977 to 1980	*Associate, Schaeffer & Associates Ltd.*
1974 to 1977	*Director of Engineering and Construction, Regional Municipality of Sudbury*
1970 to 1974	*Deputy Town Engineer, City of Brampton*
1968 to 1970	*Project/Development Engineer, City of Brampton*
1967 to 1968	*Project Engineer, City of Brampton*

Experience

Schaeffers Consulting Engineers, *Concord, Ontario*
Responsible for complete supervision of, and ultimate responsibility for, detailed design and construction Municipal Services for the firm's projects. Includes liaison and negotiations with Municipal and other Authorities in order to achieve all necessary approvals and liaison with firm's clients at all stages of design and construction.

Regional Municipality of Sudbury, *Sudbury, Ontario*
This position encompassed the direction of Staff Engineers, Surveyors, Designers and Draftsmen in the execution of Engineering and Construction projects for the Region. These responsibilities also included the management and

control of outside Contractors, the formulation of the Departmental budget and the supervision of divisional staffing requirements.

City of Brampton, *Brampton, Ontario*
Responsible to the City Engineer (and in his absence to Town Council through the Chief Administrative Officer) for the management of all Municipal Works. Until January 1973, this included all the normal Public Works functions as well as the Parks, Cemetery and Community Recreational Facilities.

City of Brampton, *Brampton, Ontario*
PROJECT/DEVELOPMENT ENGINEER: Duties enlarged to include broader involvement in Administration of expanding Public Works Department with special emphasis on development. Resulted in increased association with Municipal Departments (i.e. Planning, Treasury and Administration) and outside agencies.

City of Brampton, *Brampton, Ontario*
PROJECT ENGINEER: Responsible to the City Engineer for the preparation and supervision of Public Works' projects.

APPENDIX “B”

LANGSTAFF

LAND USE & BUILT FORM MASTER PLAN

Town of Markham, Ontario, Canada

October 2009

Calthorpe Associates

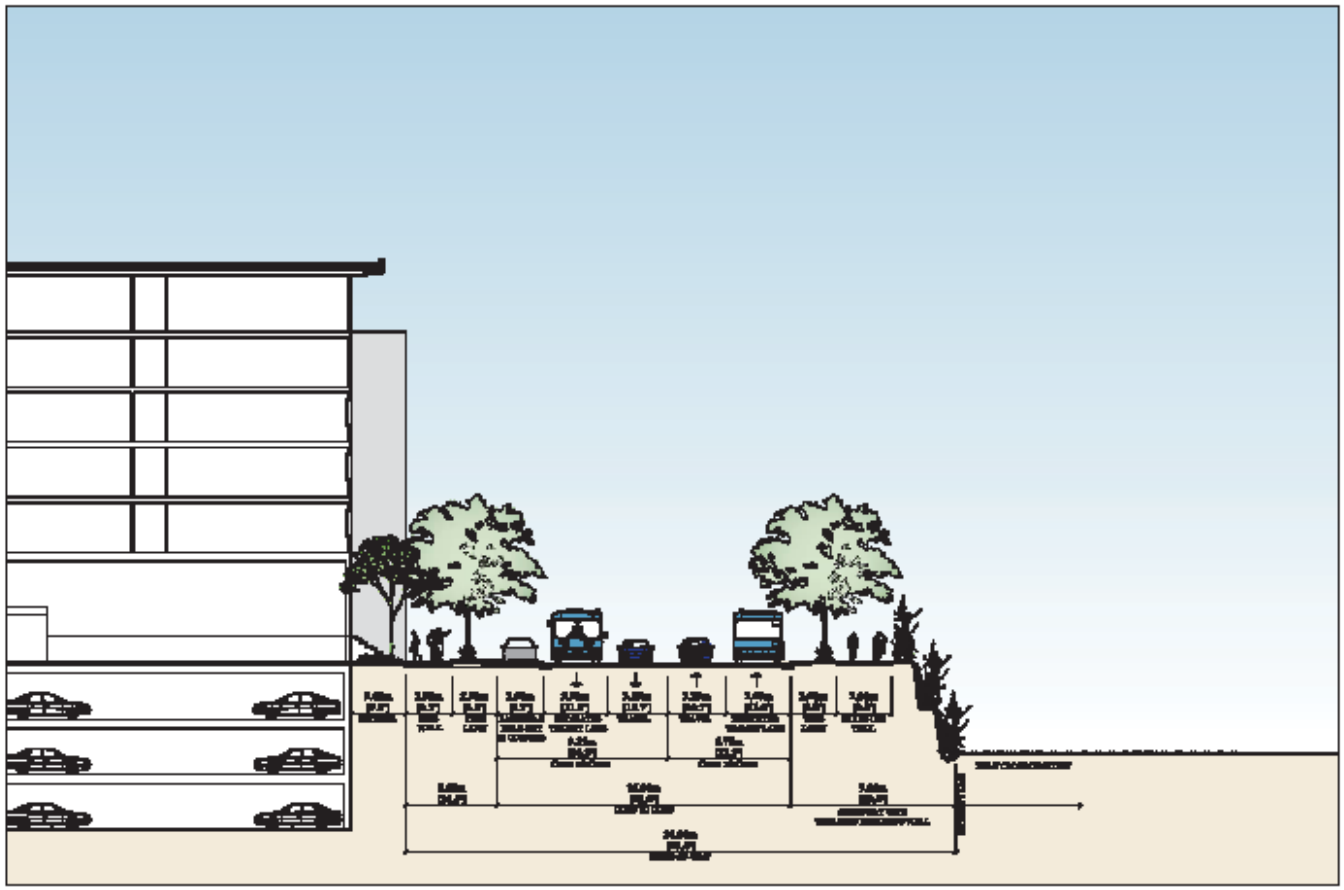
Ferris + Associates, Inc.

PROJECT MASSING

WEST TRANSIT NODE

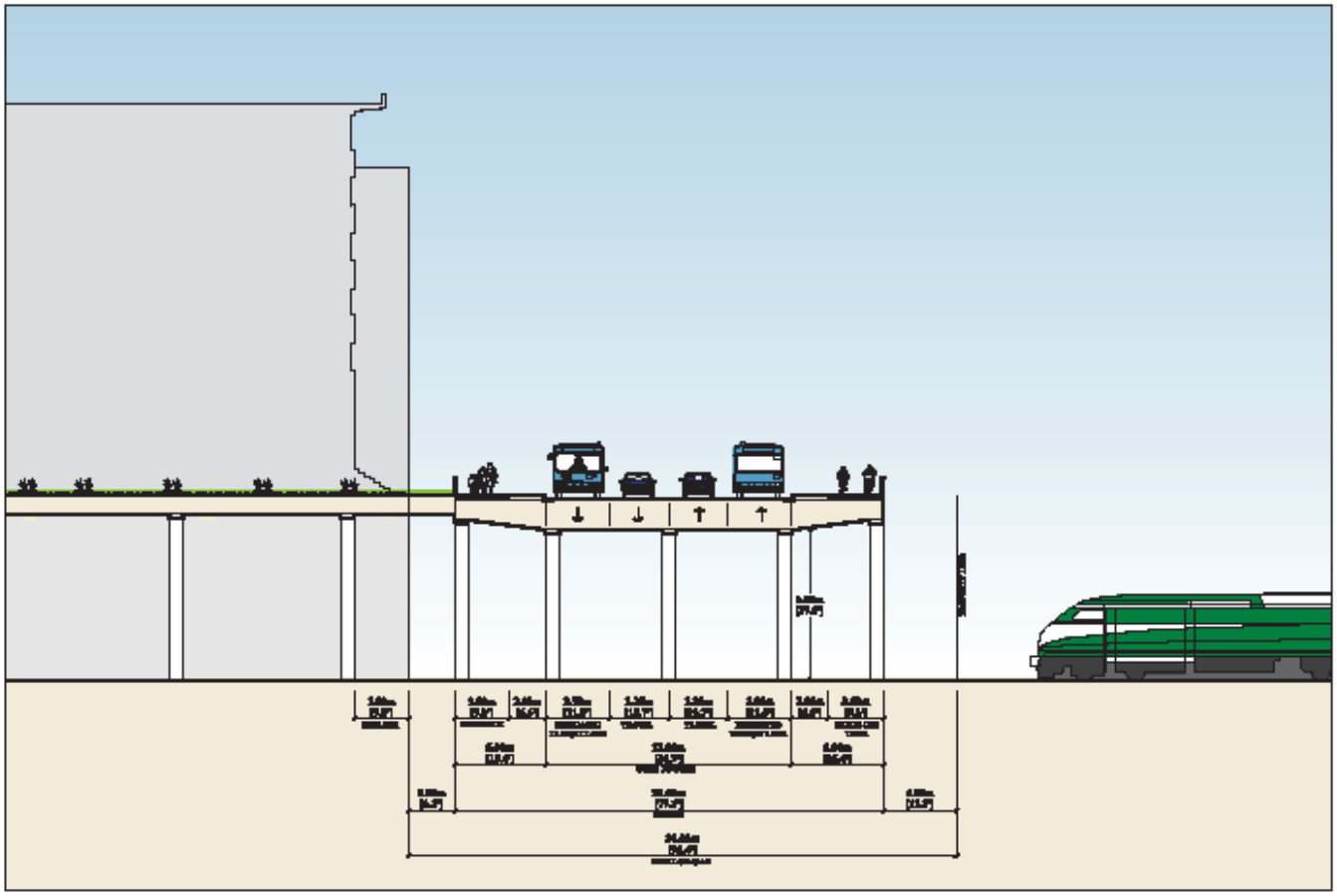
The development cluster at the West Transit Node (model views shown at left and below) is directly adjacent to the planned Langstaff (Longbridge) Subway station and park'n'ride facility on Yonge Street. The tall, slender towers proposed for this location will serve as a dramatic gateway to Markham, and as a regional marker for the future regional transit crossroads created by the nexus of the GO Commuter Line, the 407 Transitway, and the Yonge Street Subway line. Towers are set back from the Transit Green as much as possible to give this space a more human and intimate scale.

STREET SECTIONS



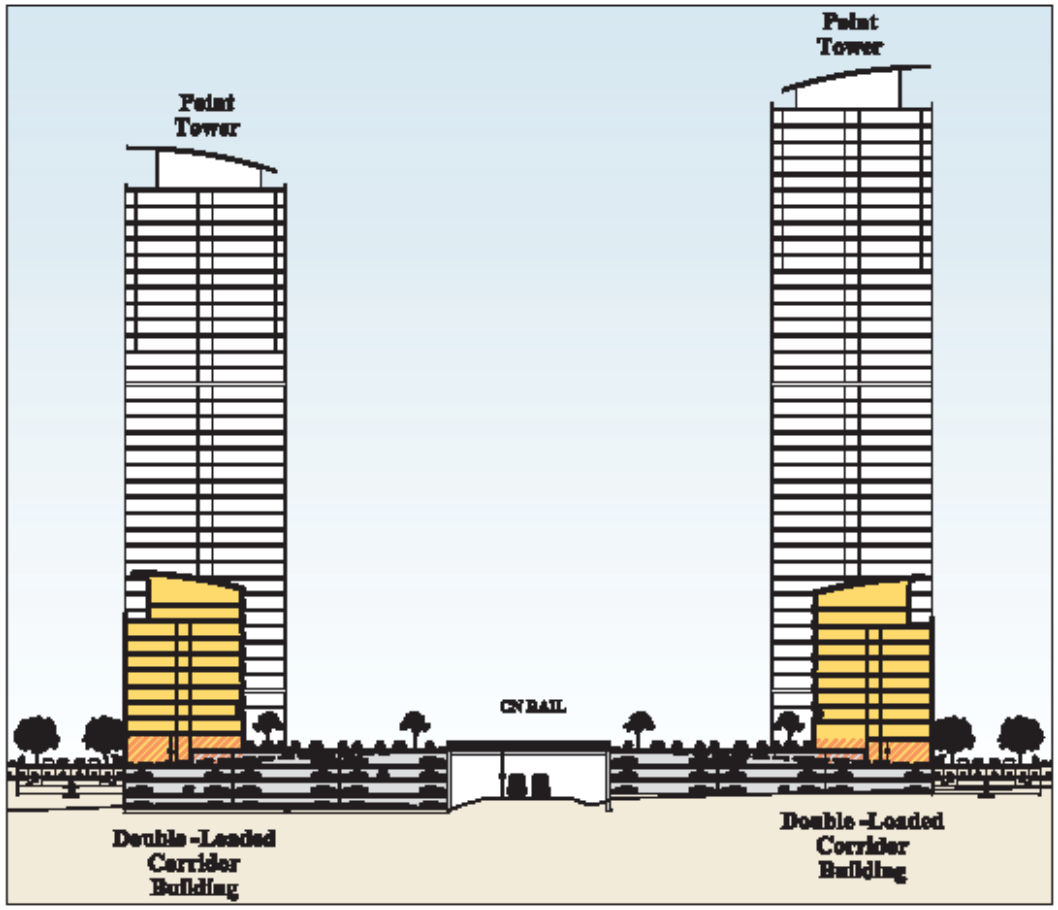
BOULEVARD RAMPING AT CNR - 30 meter R.O.W. (Section Scale 1 : 3)

STREET SECTIONS



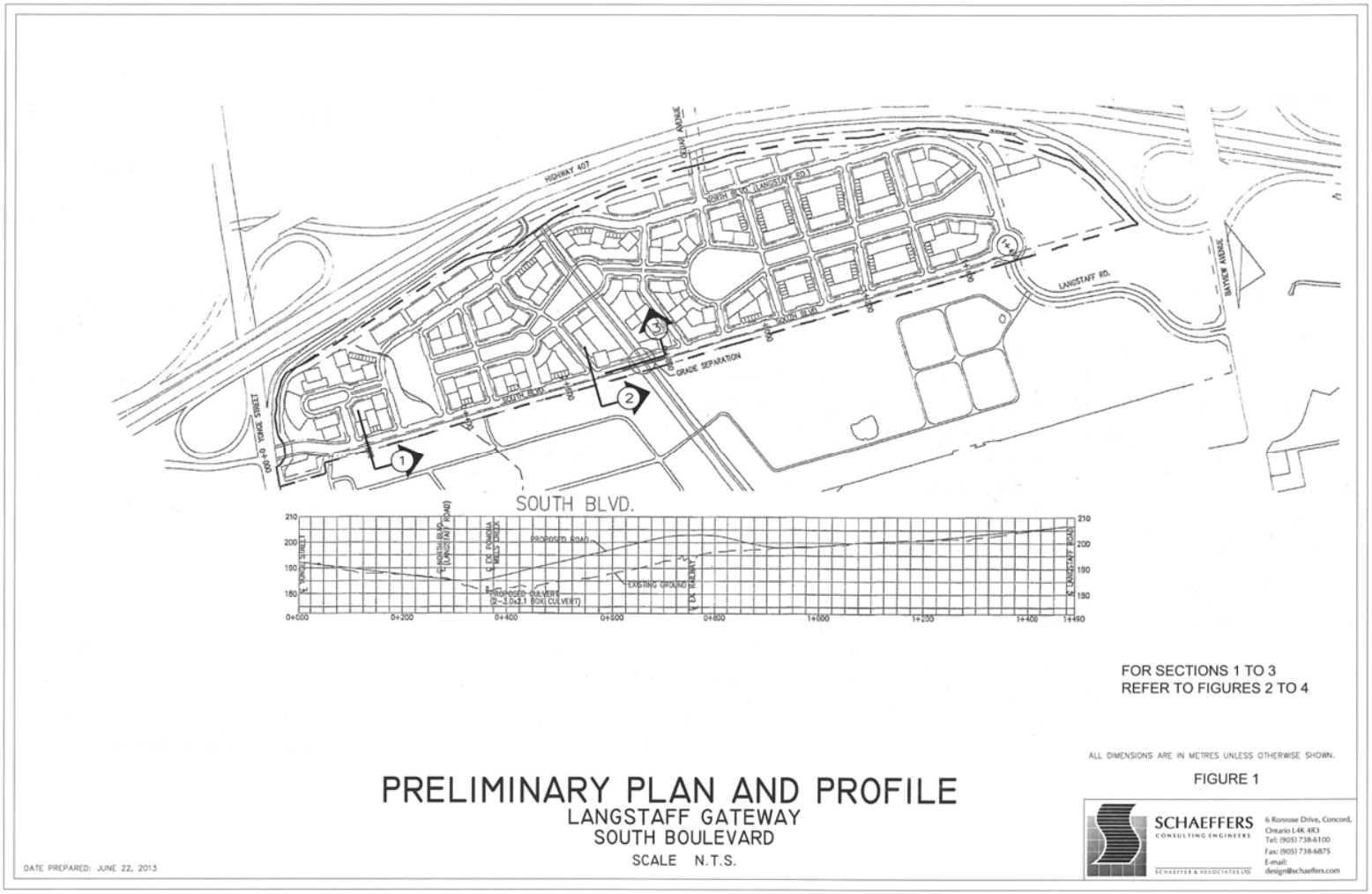
BOULEVARD BRIDGE - 23.5 meter wide bridge and 30 meter R.O.W. (Section Scale 1 : 3)

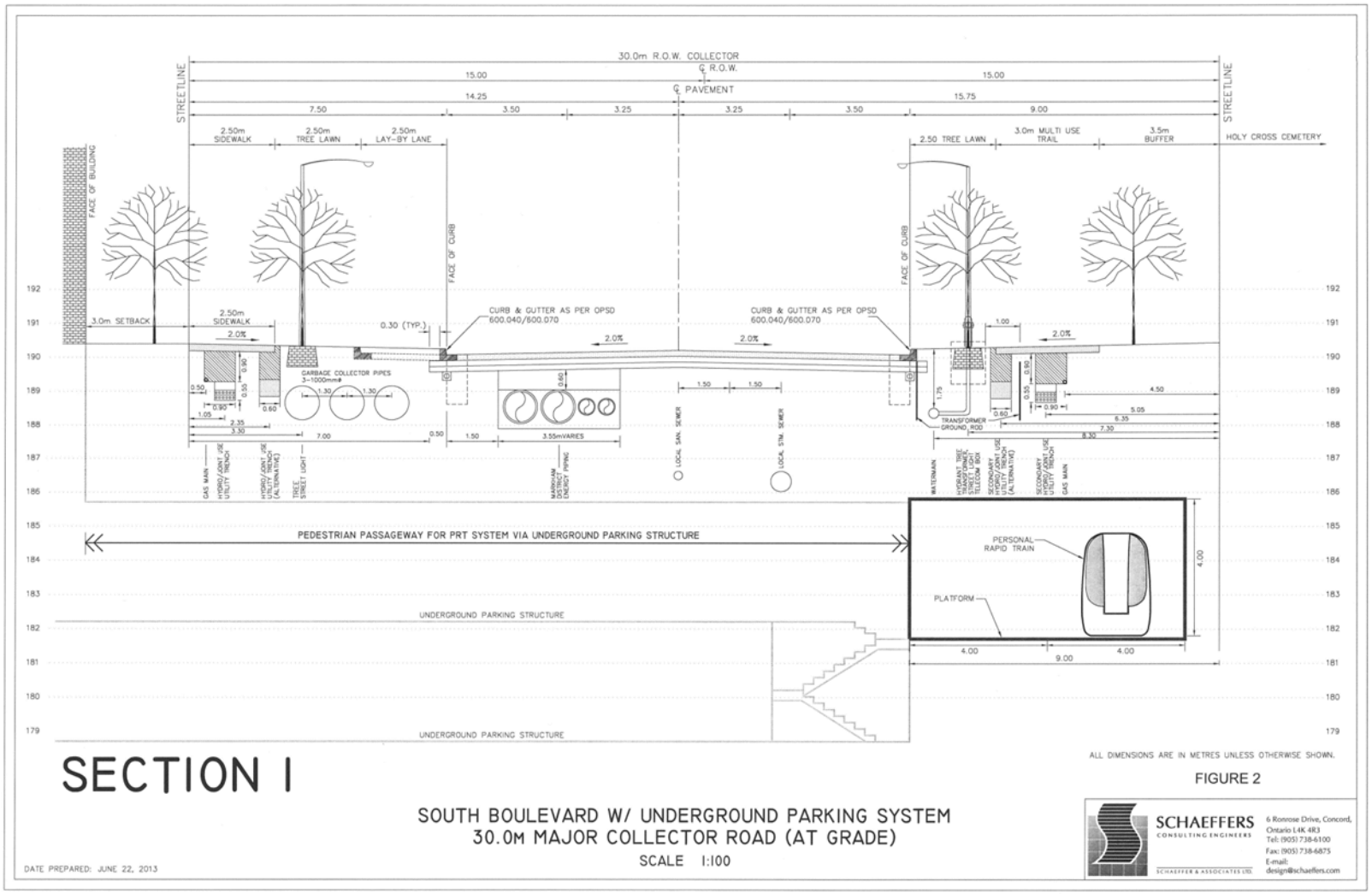
STREET SECTIONS



CN RAIL SECTION

APPENDIX "C"


HIGHWAY 407
CLARK AVENUE
NORTH BLVD. (LANGSTAFF RD.)
LANGSTAFF RD.
BAYVIEW AVENUE
SOUTH BLVD.
GRADE SEPARATION
SOUTH BLVD.
PROPOSED ROAD
EXISTING GROUND
PROPOSED CULVERTS
(2-3.0x2.1 BOX CULVERT)
0+000
0+200
0+400
0+600
0+800
1+000
1+200
1+400
1+490
210
200
190
180
FOR SECTIONS 1 TO 3
REFER TO FIGURES 2 TO 4
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
FIGURE 1
PRELIMINARY PLAN AND PROFILE
LANGSTAFF GATEWAY
SOUTH BOULEVARD
SCALE N.T.S.
DATE PREPARED: JUNE 22, 2013
SCHAEFFERS
CONSULTING ENGINEERS
6 Ronrose Drive, Concord, Ontario L4K 4R3
Tel: (905) 738-6100
Fax: (905) 738-6875
E-mail: design@schaeffers.com



SECTION I

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.

FIGURE 2

SOUTH BOULEVARD W/ UNDERGROUND PARKING SYSTEM
30.0M MAJOR COLLECTOR ROAD (AT GRADE)
SCALE 1:100

DATE PREPARED: JUNE 22, 2013

SCHAEFFERS
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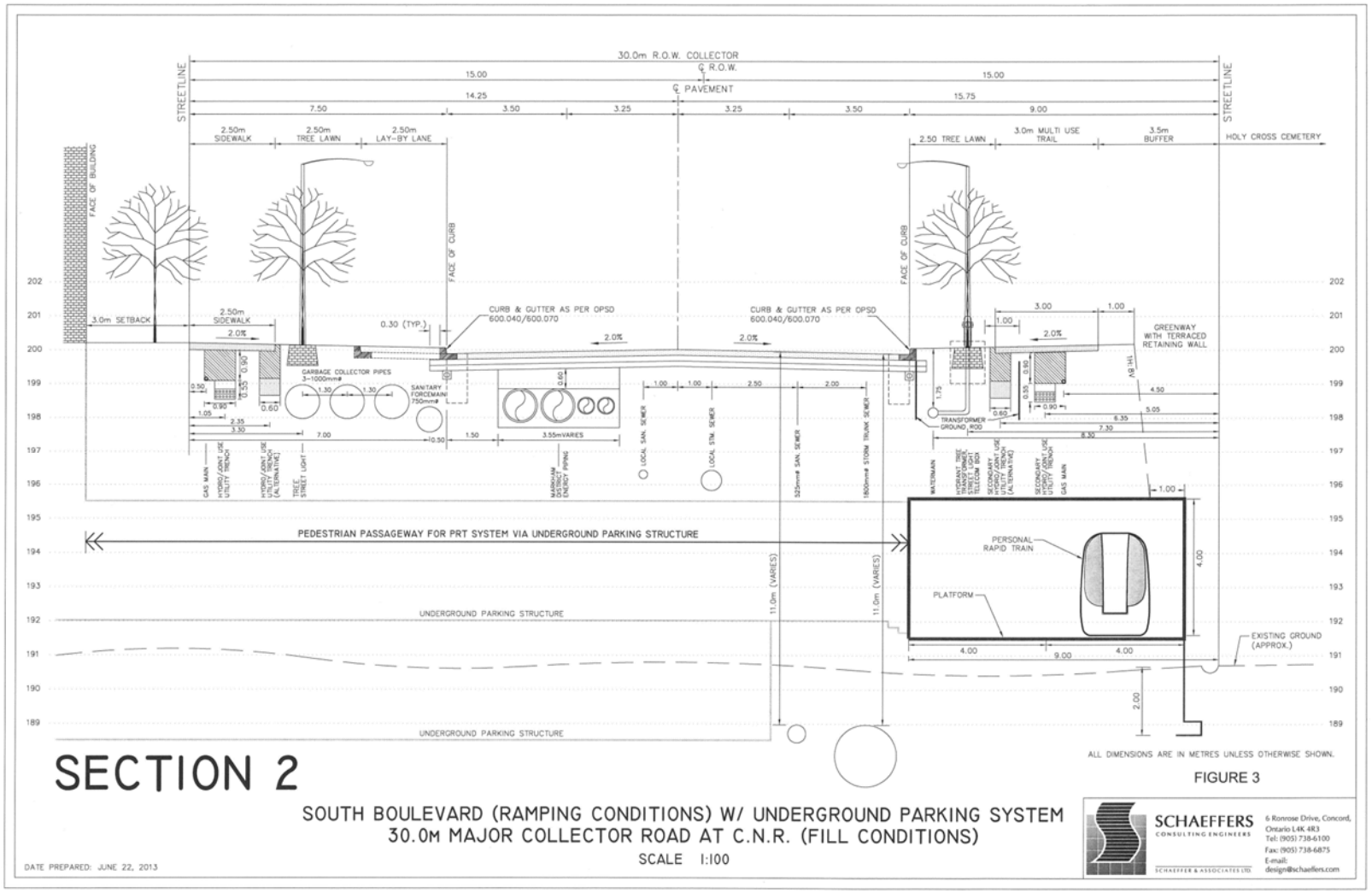

SECTION 2

SOUTH BOULEVARD (RAMPING CONDITIONS) W/ UNDERGROUND PARKING SYSTEM
30.0M MAJOR COLLECTOR ROAD AT C.N.R. (FILL CONDITIONS)

SCALE 1:100

DATE PREPARED: JUNE 22, 2013

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.

FIGURE 3

SCHAEFFERS CONSULTING ENGINEERS
SCHAEFFER & ASSOCIATES LTD.
6 Ronrose Drive, Concord, Ontario L4K 4R3
Tel: (905) 738-6100
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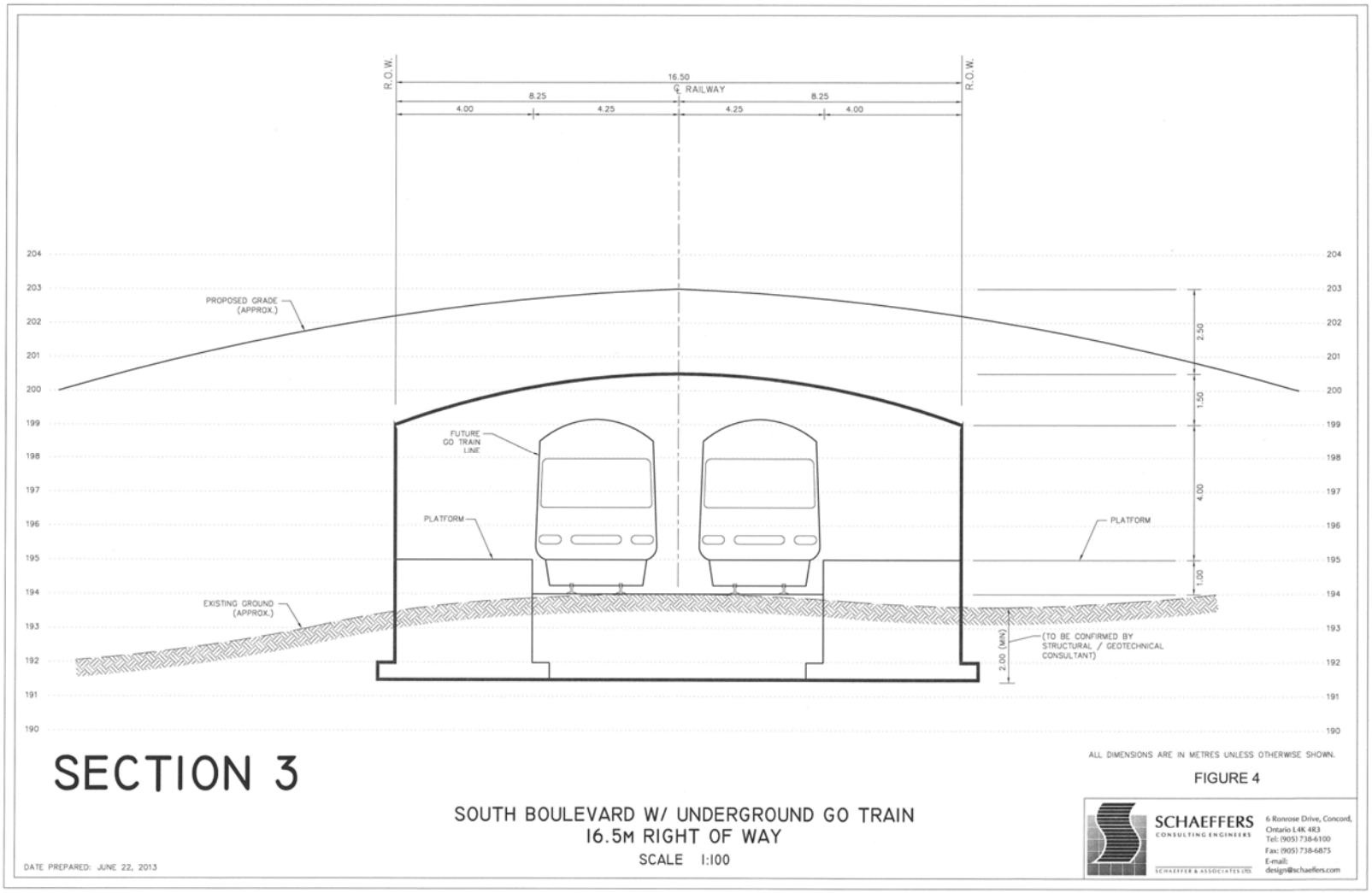

SECTION 3

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.

FIGURE 4

SOUTH BOULEVARD W/ UNDERGROUND GO TRAIN
16.5M RIGHT OF WAY
SCALE 1:100

DATE PREPARED: JUNE 22, 2013

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