Appendix B -
Screening of Long List to Short List of Concepts

Appendix B – Screening of Long List to Short List of Concepts

In this section, a long list of Concept Alternatives were developed for each of the four shortlisted Diversion Concepts. The Concept Alternatives that were developed consisted of various combinations of route segments and pumping station sites that were feasible within each of the four Diversion Concepts. A total of 62 different sewer route sub-sections and 14 sewage pumping station sites were developed for the long list as follows:

1. North SPS / Forcemain / Gravity Sewer
    - Sewer Pumping Station Sites (~14 sites)
    - Sewer Routes (multiple routes with 44 sub-sections)
2. Derry Road Gravity Sewer Route Sections
    - Sewer Routes (multiple routes with 39 sub-sections)
3. Extended Derry Road Gravity Sewer Route Sections
    - Sewer Routes (multiple routes with 40 sub-sections)
4. Dundas Street Gravity Sewer Routes Sections
    - Sewer Routes (2 primary routes with 8 sub-sections)

A screening process was applied to narrow the long list of Concept Alternatives to a short list. Three types of evaluation factors and screening criteria were used; Pre-Screening, Phase I – Individual Section/Site Screening, and Phase II – Comparative Screening of Sections/Site and Section Combinations. Rationale/indicators for each of the evaluation factors and screening criteria are also provided, along with the possible and final results.

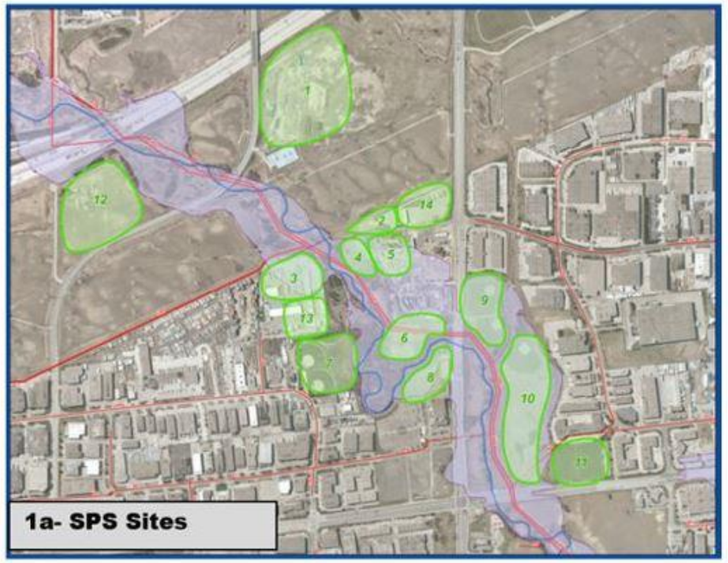
Upon application of the screening process, the long list of Concept Alternatives was reduced to a short list of Concept Alternatives:

1. SPS / Forcemain / Gravity Sewer
    - Sewer Pumping Station Sites (~ 10 sites)
    - Sewer Routes (~ multiple routes with 22 sub-sections)
2. Derry Road Gravity Sewer Route Sections
    - Sewer Routes (~ 6 primary routes with 22 sub-sections)
3. Extended Derry Road Gravity Sewer Route Sections
    - Sewer Routes (~ 7 primary routes with 25 sub-sections)
4. Dundas Street Gravity Sewer Routes Sections
    - Sewer Routes (~ 1 primary route with 7 sub-sections)

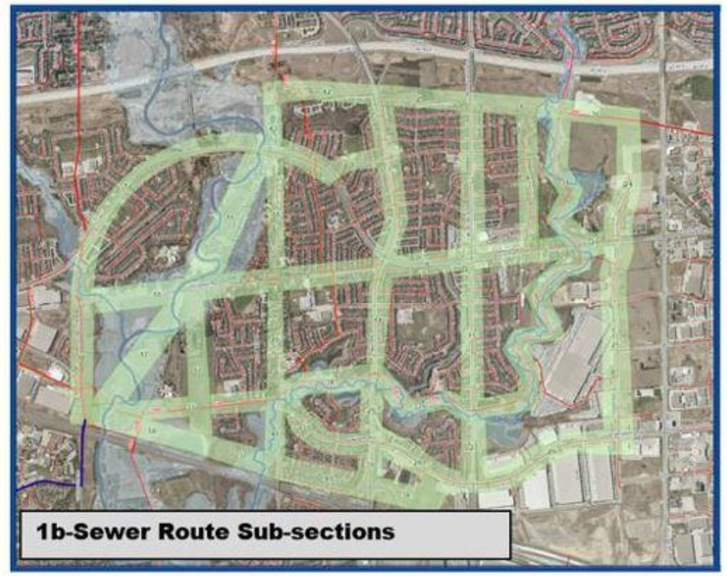
Table B-1. Evaluation Criteria Used to Assess Sewer Route Sub-Sections

Factor	Evaluation Criteria	Rationale/Indicators	Result
Technical	Design and construction site requirements	• Length of pipe • Number of tunnel shaft sites	Low, Medium, High
	Constructability	• Pipe depth • Slope of pipe • Horizontal curvature • Number/length of tunnel drives • Degree of rock excavation • Significant major infrastructure crossings/ease of approvals • Ease of construction site access • Relative length of construction time	Low, Medium, High
	Overall Project Delivery Risk	• Potential Environmental Risk during construction and operation • Potential Financial Risk during construction (cost increase / uncertainty) • Potential Schedule/timing risk during construction	Low, Medium, High
	Traffic Management	• Anticipated degree of construction truck traffic management issues during construction and maintenance	Low, Medium, High
	Existing utilities	• Significance of existing utilities and infrastructure and ability to maintain existing services or relocate existing utilities • Utility easements within or in close proximity to alignment	Low, Medium, High
	Conflicts with recent or planned improvements	• Road resurfacing or coordination opportunities with planned infrastructure improvements	Low, Medium, High
Environment	Potential effects on water features/resources	• Short or long term disruption to aquatic species including fish (e.g., number and type of water crossings) • Short or long term anticipated impact on surface water features. Crossing of valley lands, including floodplains and meander belts (e.g. potential flooding and erosion risk)	Low, Medium, High
	Geology, hydrogeology considerations	• Subsurface soils and rock characteristics, groundwater levels and water table levels • Short or long term anticipated ground water impacts (e.g., drilling through water table)	Low, Medium, High
	Potential effects on natural features	• Proximity to environmentally sensitive features (e.g. wetlands, environmentally sensitive areas, ANSIs, other designated natural areas and CVC and TRCA regulated areas) • Potential loss of or disruption to sensitive species habitat (e.g., proximity to vulnerable/threatened/endangered or locally/regionally rare amphibians, birds, wildlife or fish) • Potential impacts to Species at Risk • Potential to increase wildlife habitat fragmentation	Low, Medium, High
	Land contamination considerations	• Degree of potential impact for contamination and remediation	Low, Medium, High

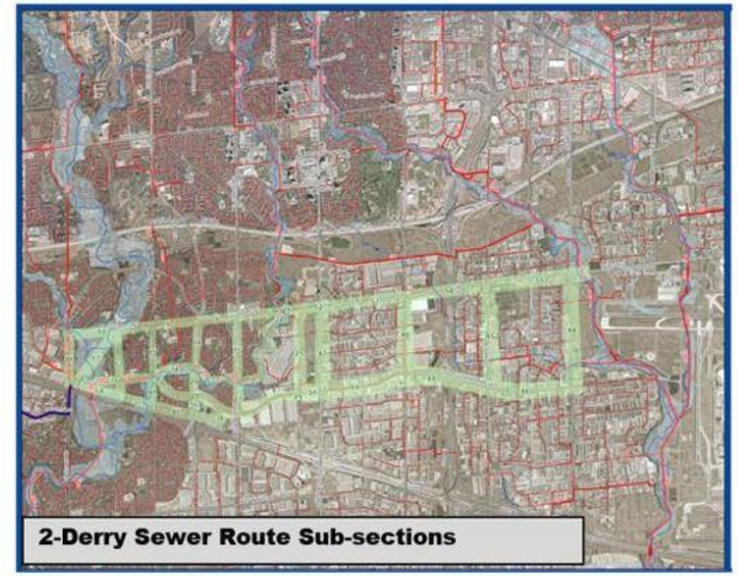
Factor	Evaluation Criteria	Rationale/Indicators	Result
Built/Socio Environment	Effect on existing residences, businesses and/or community, institutional and recreational facilities	• Construction impacts causing temporary disruption to - Local or Regional residents, businesses and community, institutional or recreational facilities • Displacement impacts causing permanent local disruption to: - Local or Regional residents, businesses and community, institutional or recreational facilities • Access to private property or public space, transportation • Visual effects	Low, Medium, High
	Effect of noise and vibration	• adverse vibration effects on buildings • effect on existing residences and businesses	Low, Medium, High
	Effect on existing utility infrastructure	• Above and/or below ground utilities affected	Low, Medium, High
	Effect on existing road infrastructure	• Adverse effects on roadway	Low, Medium, High
	Built Heritage Resources (BHR) and Cultural Heritage Landscape (CHL)	• Presence of known heritage sites, potential impacts on them and ability to mitigate	Low, Medium, High
	Archaeology	• Potential impacts on known archaeological resources/sites and ability to mitigate	Low, Medium, High
Financial	Construction costs	• Construction (capital) costs of the infrastructure	Low, Medium, High
	Operation and maintenance costs	• Cost of operating and maintaining the infrastructure	Low, Medium, High
Legal / Jurisdictional	Compliance with applicable planning and environmental policies	• Potential conflicts or conformity with: • Region of Peel and City of Mississauga Official Plan policies, including Secondary Plans, • Region of Peel Master Servicing Plans, • CVC and TRCA regulations	Low, Medium, High
	Potential land requirements	Degree of complexity relating to: • Availability of vacant land • Current designated land use • Current ownership • Property acquisition • Number of temporary and/or permanent easements and crossing permits	Low, Medium, High



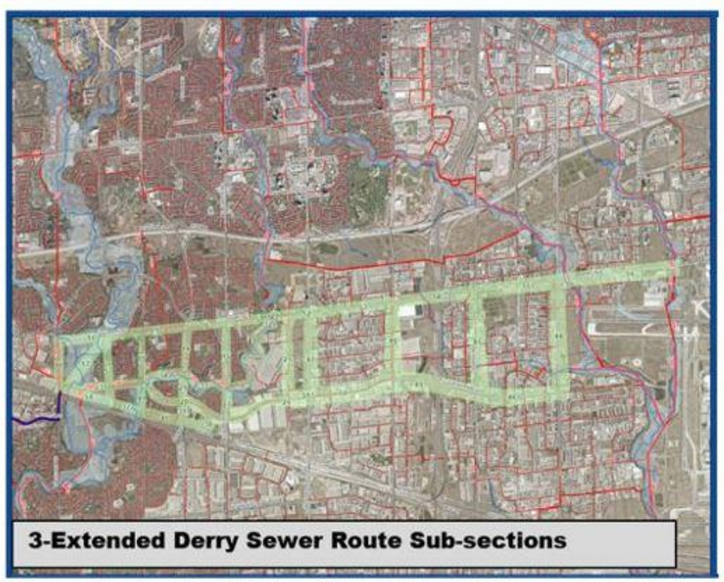
1a- SPS Sites



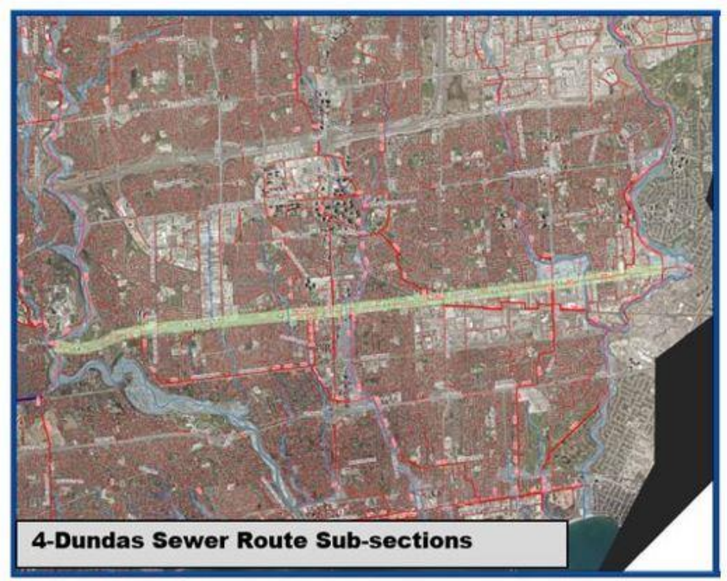
1b-Sewer Route Sub-sections



2-Derry Sewer Route Sub-sections



3-Extended Derry Sewer Route Sub-sections



4-Dundas Sewer Route Sub-sections

Region of Peel
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East to West Wastewater Diversion Strategy Class EA

Appendix B
Long List of Sub-sections and Sites within Each Concept

BluePlan ENGINEERING

December, 2016

Table B1 - Screening Used to Transform Long List of Concepts to Short List of Concepts - Route Sub-Section Evaluation

Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
1	Forcemain discharge point to McLaughlin Rd	- Easement along south side of hydro corridor - Grade slopes up hill resulting in deeper gravity section - Opportunity for connection to north south sewer and redundancy if trunk sewer is oversized - Difficult access to construction area (access required off of Hurontario/Hydro Easement)	✓	- Some trees within creek, limited on alignment west - Requires Fletcher's Creek Crossing immediately west of forcemain/sewer intersection - Construction within Fletcher's Creek floodplain - Adjacent to Potential SAR Habitat	✓	- Medium density residential - Predominantly semi-detached houses - Alignment along the north side of existing housing, within hydro corridor, potential to avoid construction along residential street - Minimal traffic impact to residential area - Potential for noise and dust during construction	✓	- Alignment within Parkway Belt and Hydro & Gas corridor. Easement will be required - Potential tunnel shaft location on east side of McLaughlin Rd will require easement - Will require permits from CVC	✓	Carried Forward	
2	Hydro Corridor from McLaughlin Rd to Mavis Rd	- Easement along south side of hydro corridor - Grade relatively flat - Treed area along route - Difficult access to construction area, however, section could facilitate bypassing of Old Derry Rd area	✓	- Substantial forested area on the west side of alignment - Requires Fletcher's Creek Crossing immediately west of forcemain/sewer intersection (Section 1)	✗	- Medium density residential - Predominantly semis/townhouses - Alignment along the north side of existing housing within hydro corridor - Potential for noise and dust during construction - Potential traffic impact at points of construction egress and exit - Potential to avoid existing built-up residential routes	✓	- Alignment is within Parkway Belt and Hydro & Gas corridor. Easement will be required - Potential tunnel shaft location on east side of McLaughlin Rd will require easement	✓	Carried Forward	- Potential to avoid existing built-up residential routes
3	McLaughlin Rd between Derry Rd and Meadowridge Crt	- Wide Right of Way (ROW) - Busy road with high traffic - No existing sewer - 2 lanes for each direction (third for left-turn) - Concrete median at the beginning and end of each road segments - Opportunity for tunnel shafts within ROW and within adjacent parking lots	✓	- Combination of semi-new and semi-mature trees - No crossings or significant environmental features	✓	- Medium Density subdivisions along most of the alignment - Public school (Derry West Village Public School) - NW and NE corner of McLaughlin/Derry have commercial plazas - Large setback to property	✓	- Existing road ROW - Tunnel shafts will require lane restrictions or easement within parking lot	✓	Carried Forward	
4	St Barbara Blvd	- Narrow ROW - Existing sewer within ROW - Single lane each direction - Challenging sewer connection to part of Section 1 (easement or route via Panhellenic Dr) - Curved road, difficult alignment - Other alternative options available	✗	- Crosses Fletcher's Creek and Fletcher's Creek Floodplain (part of Section 1) - Semi-new trees - Some spots of open space with wild shrubs and semi-mature trees	✓	- Commercial development at NW corner of St Barbara/Derry Rd - Medium Density residential along majority of the street - Derrydale Golf Course along north side of alignment - Increased potential for impact during construction - Residential route	✗	- Existing road ROW - Sewer alignment from Section 1 to Section 4 will require easement - Potential to avoid large portion of Hydro Corridor	✓	Screened Out	- Residential route - Other alternative options available
5	Derry Rd between Fletcher's Creek and McLaughlin Rd	- Wide Right of Way (ROW) - Busy road with high traffic - Existing sewer along section - 3 lanes each direction (fourth for left-turn) - Concrete median at the beginning and end of each road segments	✓	- No crossings or significant environmental features - Adjacent to Fletcher's Creek - partially within floodplain - Semi-mature and mature trees on the older side of road - New and semi-established trees along the newer part of the road - Enbridge Gas Pipe alignment on southside of Derry Road	✓	- Strip-mall along west end of section - Some private businesses/residential units along road - Gas station on one side of the road	✓	- Existing road ROW - Tunnel shafts will require lane restrictions or easement within parking lot - Avoids Hydro ROW	✓	Carried Forward	
6	Derry Rd between McLaughlin Rd and Mavis Rd	- Wide Right of Way (ROW) - Busy road with high traffic - No existing sewer - Potential tunnel shaft locations - 3 lanes for each direction (fourth for left-turn and fifth for right-turn) - Concrete median along most of the road - Guard rails along part of the road segment	✓	- No crossings or significant environmental features - South side of section is adjacent to a minor Fletcher's Creek tributary - Semi-new trees and shrubs along the road - Enbridge Gas Pipe alignment on southside of Derry Road	✓	- Commercial Plaza and gas station at NW corner of McLaughlin Rd and Derry Rd - Low density residential along alignment - Strip-mall right next to the gas station at west end	✓	- Existing road ROW - Potential tunnel shafts will require lane restrictions or easement within parking lot or parcel at southeast corner of Derry Rd and Mavis Rd - Requires CVC permit for Fletcher's Creek Crossing along Derry Rd	✓	Carried Forward	
7	Mavis Rd between Magistrate Terrace and Derry Rd	- Wide Right of Way (ROW) - Busy road with high traffic - Existing sewer, several sewer crossings required - 2 lanes for each direction (third for right lane on one side of the road) - Concrete median along most of the road - Opportunity for tunnel shafts within ROW - Difficult to access at north end for construction and tunnel shaft locations - Other alternative options available	✗	- No crossings or significant environmental features - Semi-mature trees - Wooded area located at north end of section	✓	- Low density residential along alignment - Small commercial development at NE corner of Mavis Rd / Twain Ave	✓	- Existing road ROW - Tunnel shafts will require lane restrictions	✓	Screened Out	- Difficult to access - Other alternative options available
8	Knotty Pine Grove and Aztec Hill	- Technically constrained - Other alternative options available - Narrow ROW - Existing sewer within ROW - single lane for each direction - Curved alignment requiring turn onto Aztec Hill to connect to Segment 12 on Derry Rd	✗	- No crossings or significant environmental features - Trees along street are semi-mature	✓	- Park along north side of alignment - Low density residential area - Residential route	✗	- Existing road ROW - Minimal opportunity for tunnel shaft locations	✗	Screened Out	- Residential route - Technically constrained - Other alternative options available
9	Old Derry Rd between Mavis Rd and 2nd Line	- Narrow ROW - Opportunity to connect local sewers (SPS Decommissioning) and connect homes currently on septic - Within heritage area - Potential to avoid disruption issues by tunnelling - Single lane in each direction - Gas line along alignment - Critical core alternative; requires further consideration	✓	- Mature trees - Gas station within alignment (potential for contamination issues) - No crossings or significant environmental features - Enbridge Gas Pipe alignment on southside of Derry Road	✓	- Historic residential area with narrow ROW - 2 schools along alignment (Rotherglen Private School and Meadowvale Village PS) - Gas/Service Station on south side of Old Derry Rd - Bus route along Old Derry Rd	✗	- Existing road ROW - Potential tunnel shaft locations within road or adjacent parking lot	✓	Carried Forward	- Critical core alternative; requires further consideration
10	Old Derry Rd between 2nd Line and Old Creditview Rd	- Tunnelling required - Credit River crossing - Potential to coordinate with local sewers required - Potential tunnel shaft locations east and west of Credit River - Single lane in each direction - Bridge for river crossing - Critical core alternative; requires further consideration	✓	- Crosses Credit River Floodplain and Credit River - Crosses through Meadowvale Conservation Area - Potential SAR Habitat - "Special Management Area" - Enbridge Gas Pipe alignment on southside of Derry Road	✗	- Some low density, heritage residential along Old Derry Rd - Location of Meadowvale SPS - Some properties currently on septic (Willow Ln) - Bus route along Old Derry Rd	✗	- Existing road ROW - Property acquisition may be required from Sanford Farm Site for tunnel shafts, and/or sewer	✓	Carried Forward	- Critical core alternative; requires further consideration
11	Old Creditview Rd between Old Derry Rd and Hwy 401 - Connection to downstream trunk sewer	- Narrow ROW, sharp turn from Old Derry Rd south on Old Creditview Rd - Potential deep sewer section requiring tunnelling - Existing trunk sewer along Old Creditview Rd - Section is part 2 lane, part 4 lane - Limited tunnel shaft site availability at north end of section	✓	- Mature trees - Open green space along portion of alignment - Forested area at SE corner of Old Derry and Old Creditview	✓	- Some low density residential on west side - Some industrial area off Creditview Rd	✓	- Property acquisition may be required from Sanford Farm Site for tunnel shafts, and/or sewer	✓	Carried Forward	

Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
12	Derry Rd between Aztec Gt and Old Derry Rd	- Deeper valley crossing required - Requires alignment through constrained area - Derry Road to Old Creditview with rail line, gas line, environmental - outside of existing ROW - Significantly longer alignment - Constrained southwest alignment - Significant longer sewer route - Avoids smaller residential ROW - Wide ROW - 3 lanes in each (4th for left-turn and 5th for right-turn) - Concrete median for most of the segment - Railway crossing - Bridge over Credit River	✗	- Mature trees with a lot of open green space (Credit Valley) - Alignment crosses Credit River and Meadowvale Conservation Area - Requires Levi's Creek and wooded area crossing	✗	- Low density residential along part of the alignment - Commercial area at Derry Rd / Belshire Gate - Requires none ROW section from Derry Rd to Old Creditview Rd through natural area and existing gas and rail alignments	✓	- Existing road ROW for majority of alignment - Credit River crossing along alignment - CVC permit required	✓	Screened Out	- Significantly longer alignment - Constrained southwest alignment
14	Mavis Rd between Derry Rd and Fletcher's Creek	- Wide Right of Way (ROW) - Busy road with high traffic - Existing sewer, several sewer crossings required - Will require downstream sections within Fletcher's Creek alignment - Does not support Meadowvale SPS decommissioning - 2 lanes for each direction (3rd for left-turn) - Concrete median for most of the segment - Sewer along this section will drop deeper within Fletcher's Creek valley at south end of alignment, necessitating further sewer construction westerly along the creek - Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available	✗	- Semi-new trees along subdivision - South end of section lies within Fletcher's Creek floodplain. Crossing or construction along valley required	✗	- Residential subdivisions along section - Multi Use trail within Fletcher's Creek Valley	✓	- Existing road ROW - Potential tunnel shaft locations within road ROW - Partially within Fletcher's Creek valley. CVC Permit required	✓	Screened Out	- Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available
15	Mc Laughlin Rd between Derry Rd and Fletchers Creek	- Wide Right of Way (ROW) - Busy road with high traffic - Existing sewer, several sewer crossings required - Will require downstream sections within Fletcher's Creek alignment - Due to invert elevation required downstream Fletcher's Creek alignment - other alternative options available - Does not support Meadowvale SPS decommissioning - 2 lanes for each direction (3rd for left-turn) - Short concrete medians near intersections - Sewer along this section will drop deeper within Fletcher's Creek valley at south end of alignment, necessitating further sewer construction westerly along the creek - Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available	✗	- Semi-new trees along subdivision - South end of section lies within Fletcher's Creek floodplain. Crossing or construction along valley required	✗	- Residential subdivisions along section - Multi Use trail within Fletcher's Creek Valley	✓	- Existing road ROW - Potential tunnel shaft locations within road ROW - Partially within Fletcher's Creek valley. CVC Permit required	✓	Screened Out	- Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available
16	Credit River Valley between Derry Rd and Old Derry Rd	- Potential for wide easement - Multiple potential open area locations for construction - however, located within Meadowvale Conservation Area - Deep tunnel will enable sewer to pass deep under Credit River - Environmentally constrained area - Permits and approvals required, significant conservation authority consultation and public consultation	✓	- Lies within Credit River Floodplain - Credit River crossing required - Meadowvale Conservation Area - Potential SAR Habitat - Mississauga Greenbelt - Higher potential for environmental impact	✗	- Potential construction interruption of Meadowvale Conservation Area usage - Construction vehicle exit/egress more constrained - Increased potential for local traffic, noise and dust impact through Meadowvale area - Potential for park facility enhancement - Potential to avoid existing built-up residential routes	✓	- Easement and construction through Meadowvale Conservation Area - Opportunity for tunnel shaft location at north end and south end within Meadowvale Conservation Area parking lot - Requires significant CVC consultation and permitting	✓	Carried Forward	- Potential to avoid existing built-up residential routes
17	Credit River Valley between Old Derry Rd and Discharge location	- Potential wide easement (opportunity for open cut in sections) - Deep tunnel will enable sewer to pass deep under Credit River - Direct route from Old Derry Rd to discharge connection point - Environmentally constrained area - Permits and approvals required, significant conservation authority consultation and public consultation	✓	- Lies within Credit River Floodplain - Credit River crossing required - Meadowvale Conservation Area - Potential SAR Habitat - "Special Management Area" - Mississauga Greenbelt	✗	- Crosses through Sanford Farm - Within area of interest for Credit River Parks Strategy	✓	- Additional easement through Sanford Farm will be required - Opportunity to align route with Credit River Parks Strategy	✗	Carried Forward	- Critical core alternative; requires further consideration
18	2nd Line between Derry Rd and Old Derry Rd	- Narrow ROW - Built up area with heritage homes - Potential for local traffic disruption due to construction vehicles - Single lane for each direction - Existing sewer in sections - Tunnelling required - Constrained alignment - Limited shaft locations to the south	✓	- Clusters of mature trees along small stretches of segment - Some open green space with wild shrubs and trees - Avoids Meadowvale Conservation Area	✓	- Low density heritage residential - Entrance to Meadowvale Conservation Area - Higher potential for local traffic disruption due to construction - Higher potential for socio/economic impact	✗	- Existing road ROW - Opportunity for tunnel shaft location at north end within Meadowvale Conservation Area parking lot - Limited availability for shaft sites at southern end of section	✗	Screened Out	- Constrained alignment - Higher potential for socio/economic impact - Limited shaft locations to the south
19	2nd Line between Old Derry Rd and Fletchers Creek	- Extremely narrow easement - Built up area with heritage homes - Minimal traffic disruption - Will require downstream sections within Fletcher's Creek alignment - Supports Meadowvale SPS decommissioning - Single lane for each direction - Limited locations for potential tunnel shaft sites - Due to invert elevation requires downstream Fletcher's Creek alignment - Other alternative options available	✗	- Clusters of mature trees along small stretches of segment - Some open green space with wild shrubs and trees - Construction within Fletcher's Creek floodplain required at south end of section - South end of section is adjacent to ANSI Life Science - Fletcher's Creek crossing likely required	✗	- Low density and some heritage residential along 2nd Line - Higher potential for local traffic disruption due to construction	✗	- Existing narrow road ROW - Potential tunnel shaft locations within roadway, limited potential sites or space within ROW	✓	Screened Out	- Due to invert elevation requires downstream Fletcher's Creek alignment - Other alternative options available
20	Derry Rd between Derrycrest and Fletcher's Creek	- Short section from Derrycrest to Fletcher's Creek - Large existing ROW - Fletcher's Creek crossing - tunnelling required - 3 lanes for each direction (4th for left turn) - Potential to connect to Fletcher's Creek Trunk Sewer - Tunnel Shaft required for connection - Sewer on east side of Fletcher's creek at this location	✓	- Within Fletchers Creek floodplain - Fletcher's Creek crossing required - Enbridge Gas Pipe alignment on southside of Derry Road	✓	- Several older low density residential homes/commercial set back off ROW - Derrydale Golf Course on north side at Derrycrest	✓	- CVC permit required for Fletcher's Creek crossing	✓	Carried Forward	
24	Derrycrest Dr from Hydro Corridor to Derry Rd	- Wide road easement on Derrycrest Dr, recently constructed road - Good access to existing FM/gravity Sewer - Ability to connect to existing Fletcher's Creek Trunk sewer via section #36, sewer along Hydro Corridor - Opportunity for open cut - Several microtunnelling pit/shaft sites available along route - Good construction accessibility - Industrial Area; no nearby residential areas for disruption - Existing sewer within ROW - Deep Sewer required - ~10-12 m - Two lanes in each direction along wide ROW	✓	- Few trees along section - Section partially within open hydro field and future development area - Open fields - Small Fletcher's Creek tributary	✓	- Industrial area with some open space	✓	- Existing road ROW - Potential access/easement required within vacant lands on the west side of section	✓	Carried Forward	

Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
25	Maritz Dr from Derry Rd to Courtneypark Dr W	- Wide road easement on Maritz Dr - Opportunity for open cut construction - Several microtunnelling pit/shaft sites available along route - Good construction accessibility - Industrial Area - Existing sewer within ROW - Deep Sewer required - ~10-12 m - Two lanes in each direction along wide ROW - Southern route along Courtneypark Rd avoids residential alignment along Derry/Old Derry - Southern alignment from Kennedy/Hurontario/Maritz increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment)	✓	- Limited environmental features along section - New trees along section - Large open space area on the east side of section - Some small clusters of mature trees	✓	- Passes through industrial/commercial space	✓	- Existing road ROW - Potential access/easement required within vacant lands on the east side of section	✓	Carried Forward	
26	Courtneypark Dr W from Maritz Dr to McLaughlin Rd	- Wide road easement on Courtneypark Dr - Opportunity for open cut construction - Several microtunnelling pit/shaft sites available along route - Good construction accessibility - Industrial area - Existing sewer within ROW - short concrete median near intersections - 2 lane for each direction (3rd for left-turn) - Southern route along Courtneypark Rd avoids residential alignment along Derry/Old Derry - Southern alignment increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment)	✓	- New trees along section - Limited environmental features along section	✓	- Passes through industrial/commercial space	✓	- Existing road ROW	✓	Carried Forward	
27	McLaughlin Rd from Fletcher's Creek to Courtneypark Dr W	- Section will enable north-south connection between Courtneypark Dr and Fletcher's Creek alignment - Wide road easement - Opportunity for open cut construction - Adjacent to residential area - 2 lane for each direction (3rd for right-turn and 4th sometimes for left-turn) - bridge crossing - Following this alignment from south to north will require continuation of sewer westerly through Fletcher's Creek valley - Following this alignment from north to south will require additional Fletcher's Creek crossing - Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available	✗	- Some semi-new trees along subdivision - Clusters of mature trees in area - Open green space with wild shrubs - North end of section is within Fletcher's Creek Floodplain, crossing or alignment within creek valley required	✓	- Residential subdivision on west side of the road - East side has industrial land as well as a SWM pond	✓	- Existing road ROW - Partially within Fletcher's Creek valley. CVC Permit required	✓	Screened Out	- Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available
28	Courtneypark Dr W from McLaughlin Rd to Mavis Rd	- Residential area to the north - Wide ROW - Existing sewer within ROW - Several Microtunnelling pit/shaft sites available along route - 2 lane for each direction (3rd for right-turn and 4th sometimes for left-turn) - Concrete median for part of the segment	✓	- Mix of semi-new and semi-mature trees along section - No environmental features or crossings	✓	- Residential area to the north of section - Catholic high school (St. Marcellinus) on south side of section - Public high school on south side of section - Potential disruption to schools during construction	✓	- Existing road ROW - Access/Easement onto school property and park will be required to extend sewer west	✓	Carried Forward	
29	Mavis Rd from Fletcher's Creek to Courtneypark Dr W	- Section will enable north-south connection between Courtneypark Dr and Fletcher's Creek alignment - Wide road easement - Opportunity for open cut construction - Adjacent to residential area - 3 lanes for each direction - Turns into 2 lanes - Concrete median down majority of segment - Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available	✗	- Partially within Fletcher's Creek Floodplain - Semi-mature trees - North end of section is within Fletcher's Creek Floodplain, crossing or alignment within creek valley required	✓	- Residential subdivisions along section - Gas station at south end of section	✓	- Existing road ROW - Partially within Fletcher's Creek valley. CVC Permit required	✓	Screened Out	- Not viable due to invert elevation required downstream Fletcher's Creek alignment - Other alternative options available
30	Sombrero Way from Mavis Rd to 2nd Line	- Narrow and winding ROW - Residential Area - Existing Sewer along alignment - Single lane for each direction (2nd lane for left lane) - Limited potential locations for tunnel shaft sites - Other alternative options available	✗	- Limited environmental features along section - Adjacent to ANSI, Fletcher's Creek and Floodplain at west end of section - Predominantly semi-new trees - Few clusters of mature trees	✓	- Route in dense residential area - High potential disturbance during construction	✗	- Existing road ROW	✓	Screened Out	- Residential route - Other alternative options available
31	Existing Fletcher's Creek Trunk Sewer alignment - Hydro Corridor to Derry Rd	- Requires easement - Lies partially within floodplain - Permitting required - Potential multiple crossings of Fletchers' Creek - Crossing of Derrydale Golf Course - Short / direct route - Potential construction access difficulties - Tunnelling entire route will avoid residential areas - Does not support Meadowvale SPS decommissioning - Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site	✗	- Alignment through Fletcher's River Valley - Extensive environmental constraints - Tunnelling required within Fletcher's River Floodplain	✗	- Alignment directly through Derrydale Golf Course along Fletcher's Creek	✗	- Alignment through Fletcher's Creek Valley will require easement and CVC Permits	✗	Screened Out	- Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site
32	Existing Fletcher's Creek Trunk Sewer alignment - Derry Rd to McLaughlin Rd	- Requires easement - Lies partially within floodplain - Permitting required - Potential multiple crossings of Fletchers' Creek - Lies behind Industrial and residential areas, construction/maintenance access difficulties - Longer meandering route if existing Creek alignment is followed. Limited potential for direct route - Potential construction access difficulties - Tunnelling entire route will avoid residential areas - Does not support Meadowvale SPS decommissioning - Close to existing SWM ponds - Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site	✗	- Alignment through Fletcher's River Valley - Extensive environmental constraints - Tunnelling required within Fletcher's River Floodplain	✗	- Residential Subdivisions adjacent to section - Industrial area near segment	✗	- Alignment through Fletcher's Creek Valley will require easement and CVC Permits	✗	Screened Out	- Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site

Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
33	Existing Fletcher's Creek Trunk Sewer alignment - McLaughlin Rd to Mavis Rd	- Requires easement - Lies partially within floodplain - Permitting required - Potential multiple crossings of Fletchers' Creek - Lies adjacent to residential area; access via McLaughlin or Mavis - Short / direct route - Potential construction access difficulties - Tunnelling entire route will avoid residential areas - Does not support Meadowvale SPS decommissioning - Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site	✗	- Alignment through Fletcher's River Valley - Extensive environmental constraints - Tunnelling required within Fletcher's River Floodplain	✗	- Residential Subdivisions adjacent to section - Multi-use pedestrian trail through segment	✗	- Alignment through Fletcher's Creek Valley will require easement and CVC Permits	✗	Screened Out	- Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site
34	Existing Fletcher's Creek Trunk Sewer alignment - Mavis Rd to 2nd Line	- Opportunity for Region to purchase easement - Lies partially within floodplain - Permitting required - Potential multiple crossings of Fletchers' Creek - Lies adjacent to residential area; access via Mavis, 2nd Line or Brass Winds Pl Park - Short / direct route - Potential construction access difficulties - tunnelling entire route will avoid residential areas - Does not support Meadowvale SPS decommissioning - Close to existing SWM ponds - Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site	✗	- Alignment through Fletcher's River Valley - Extensive environmental constraints - Tunnelling required within Fletcher's River Floodplain	✗	- Residential Subdivisions adjacent to section - Multi-use pedestrian trail through portion of segment	✗	- Alignment through Fletcher's Creek Valley will require easement and CVC Permits	✗	Screened Out	- Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site
35	Existing Fletcher's Creek Trunk Sewer alignment - from 2nd Line, along Lamplight Way to Discharge Point at Old Creditview Rd	- Partially within Lamplight Way, partially within Farmland - Requires easement - Lies partially within floodplain - Permitting required - Single crossing of Credit River - Lies adjacent to residential area; access via Mavis, 2nd Line or Brass Winds Pl Park - Short / direct route - Potential construction access difficulties - tunnelling entire route will avoid residential areas - Does not support Meadowvale SPS decommissioning - Two existing sewers on Lamplight Way - Limited tunnel shaft site opportunities at west end of section - Unnecessary Fletcher's Creek alignment - Other alternative options available - Constructability and difficulty to access site	✗	- Mainly open green space - Crosses Fletcher's River Floodplain - Close proximity to Fletcher's Creek environmental features	✓	- Passes through a small residential subdivision - High potential for disruption during construction - Residential ROW	✗	- Additional easement through Sanford Farm will be required - Coordination with MTO will be required for section near Hwy 401	✓	Screened Out	- Unnecessary Fletcher's Creek alignment - Residential ROW - Other alternative options available - Constructability and difficulty to access site
36	Existing Forcemain Alignment - Fletcher's Creek to Derrycrest	- Alignment to be used to connect existing Fletcher's Creek trunk sewer to segment #24 on Derrycrest Dr - Within Hydro corridor - Avoids Fletcher's Creek crossing at Derry Road - Difficult access to construction area (access required off of Hurontario/Hydro Easement) - More indirect route (longer sewer required)	✓	- Majority of alignment is open green space - Crosses Fletcher's Creek Floodplain	✓	- Potential opportunity to avoid residential and busy ROW along Derry Road - Construction through open hydro corridor and future employment use	✓	- Potentially within easement - Majority of land designated "D - Development" within City of Mississauga Zoning, however U-6 Utility corridor also passes along alignment #36 - Adjacent to Hydro Station - CVC permitting required for construction within Fletcher's Creek area	✓	Carried Forward	
37	2nd Line and potential easement parallel to Hwy 401 from Lamplight Way to Discharge Point at Old Creditview Rd	- Avoids construction along Lamplight Way - Requires Fletchers Creek crossing(s) - Requires tunnelling (forested area west of 2nd Line - access difficulties) - Potential for tunnel shaft site on west side of 2nd Line	✓	- Potential SAR Habitat - "Special Management Area" - Crosses Meadowvale Station Woods (ANSI Life Science) - Crosses Mississauga Greenbelt - Anticipated tunnelling under ANSI Life Science	✗	- Minimal residential area adjacent to alignment	✓	- Alignment adjacent to Hwy 401, coordination/permit with MTO may be required - Alignment requires coordination and/or easement within Sanford Farm - CVC permitting required	✓	Carried Forward	
38	St Marcellinus/Mississauga Secondary School from Courtneypark to Mavis Rd	- Large field on site could provide potential tunnel shaft location - Good access to site/alignment - Tunnelling required downstream - Crosses 401/Mavis Interchange - Avoids construction along Sombrero Way and Courtneypark / Mavis intersection	✓	- No significant environmental features	✓	- Within Secondary School property - Potential disruption to schools during construction - Coordination with City of Mississauga Parks Department will be required for section through parkland	✗	- Easement through secondary school property will be required - Alignment adjacent to Hwy 401, and under interchange; coordination/permit with MTO may be required - Coordination with City of Mississauga Parks Department will be required for section through parkland	✗	Carried Forward	
39	Mavis Rd from Sombrero Way to Jazzy Mews / WB Hwy 401 on-ramp	- Avoids construction along Sombrero Way - Wide ROW - Difficult constructability /tunnelling due to curved alignment - Close proximity to Hwy 401 interchange - Sloped embankment on east side of Jazzy Mews to Hwy 401 on-ramp - Limited potential shaft site locations - Constrained alignment, close to Hwy 401 Interchange	✗	- No significant environmental features or crossings	✓	- Residential area to the west - Adjacent to Secondary School property on the east - High Traffic location - Close to Hwy 401 interchange	✗	- Existing road ROW - Easement/site may be required along secondary school property at southeast corner of Mavis Rd / Courtneypark Dr	✓	Screened Out	- Constrained alignment, close to Hwy 401 Interchange
40	Jazzy Mews from east end of Jazzy Mews to 2nd Line	- Smaller ROW - Low density residential with homes on north side, landscape strip to the south and Hwy 401 easement further south - Potential alignment opportunity within the landscape strip - Adjacent to Hwy 401 on-ramp - Existing local sewer within ROW - Potential tunnel shaft site at west edge, along 2nd Line - tunnelling required through entire section	✓	- No mature trees along alignment - Adjacent to ANSI - Life Science at western end will require set-backs to meet permitting requirements	✓	- Low density residential - Potential for disruption during construction, tunnelling required	✓	- Existing road ROW - Alignment adjacent to Hwy 401, and under interchange; coordination/permit with MTO may be required	✓	Carried Forward	
41	2nd Line from Sombrero Way to Jazzy Mews	- Smaller ROW - Potential for traffic impact during construction - Single lane for each direction - Limited potential shaft site locations at north end - Other alternative options available	✗	- Adjacent to ANSI - Life Science at western end will require set-backs to meet permitting requirements - Lies partially within Fletcher's Creek Floodplain - Adjacent to Mississauga Greenbelt - Alignment will require Fletcher's Creek crossing - Higher potential for environmental impacts	✗	- West alignment along forested area, east alignment adjacent to low density residential area - Due to narrow right of way, higher potential for construction disruption	✗	- Existing road ROW - Easement may be required for tunnel shafts	✓	Screened Out	- Small ROW - Higher potential for environmental impacts - Other alternative options available

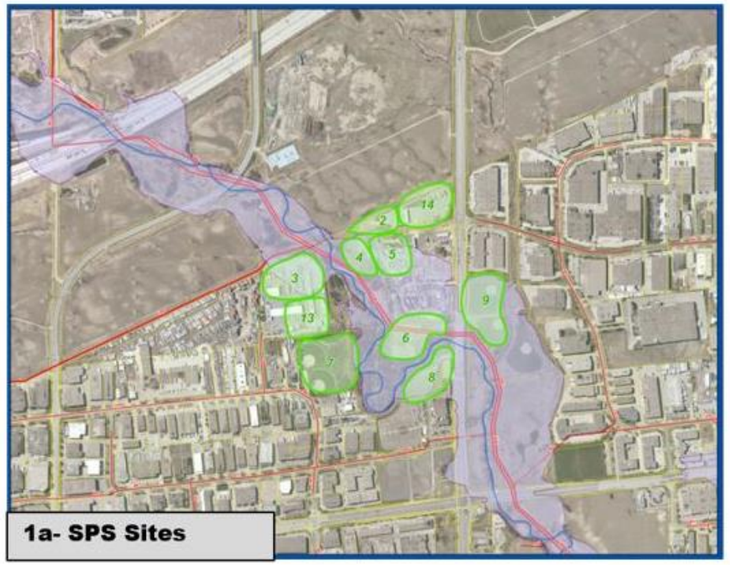
Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
42	Hydro Corridor from Mavis Rd to walking trail	- Easement along south side of hydro corridor - Treed area along route - No access off Mavis or residential road. Access required off Hwy 407 - Crosses Hwy 407 off ramp - Difficult access to construction area, however, section facilitates bypassing of Old Derry Rd area	✓	- Crosses forested area - Lies adjacent to Credit River Floodplain	✗	- Medium density residential along south side of alignment - Potential to avoid existing built-up residential routes	✓	- Alignment is along Parkway Belt and Hydro & Gas corridor. Easement will be required - Potential tunnel shaft location at north end of walking trail will require easement	✗	Carried Forward	- Potential to avoid existing built-up residential routes
43	Walking Trail from Hydro Corridor to Meadowvale Conservation Area, south of Derry Rd	- Treed area and natural features along alignment - No access off Derry Rd. Access required off Hwy 407 - Crossing of Derry Rd required - Tunnelling required along alignment - Difficult access to construction area, however, section facilitates bypassing of Old Derry Rd area	✓	- Crosses stormwater management pond - Lies within Credit River Floodplain - Tunnelling required to avoid environmental features - Higher potential for environmental impact	✗	- Potential disruption of walking trail during construction - Potential to avoid existing built-up residential routes	✓	- Potential tunnel shaft location at north end of walking trail and within Meadowvale Conservation Area will require easement - Significant CVC consultation and permitting required	✗	Carried Forward	- Potential to avoid existing built-up residential routes
44	Dixie Rd from Derry Rd to Courtneypark Dr	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route and to avoid Old Derry Rd - Southern alignment along Dixie or Tomken increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Significant longer alignment, flat invert slope presents technical challenges - Other alternative options available - Minor crossing of Etobicoke Creek tributary - Wide ROW - Opportunity for open cut section - No existing sewer along alignment - Available shaft site locations at north and south ends of section if tunnelling required	✗	- Minor crossing of Etobicoke Creek tributary	✓	- Mainly industrial area - Airport along eastern side of section - Busy road with potential disruption during construction	✓	- Potential shaft locations required at north and south end of section - TRCA coordination/permit required for crossing	✓	Screened Out	- Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available
45	Tomken Rd from Derry Rd to Courtneypark Dr	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route and to avoid Old Derry Rd - Southern alignment along Dixie or Tomken increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available - Minor crossing of Etobicoke Creek tributary - Wide ROW - No existing sewer along alignment - Available shaft site locations at north and south ends of section	✗	- Minor crossing of Etobicoke Creek tributary	✓	- Mainly industrial area - Busy road with potential disruption during construction	✓	- Potential shaft locations required at north and south end of section - TRCA coordination/permit required for crossing	✓	Screened Out	- Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available
46	Kennedy Rd from Derry Rd to Courtneypark Dr	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route and to avoid Old Derry Rd - Wide ROW - Available shaft site locations at north and south ends of section - Southern alignment from Kennedy/Hurontario/Maritz increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment) - Preferable strategy to sections 44 & 45	✓	- Minimal environmental features along section	✓	- Mainly industrial area - Busy road with potential disruption during construction	✓	- Potential shaft locations required at north and south end of section	✓	Carried Forward	- Preferable strategy to sections 44 & 45
47	Hurontario St from Derry Rd to Courtneypark Dr	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route - Available shaft site locations at north and south ends of section - Wide ROW - High traffic section - Southern alignment from Kennedy/Hurontario/Maritz increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment) - Preferable strategy to sections 44 & 45	✓	- Minimal environmental features along section - Open space on west side of section	✓	- Busy intersection (Derry/Hurontario) - Potential disruption due to construction/tunnel shaft locations - Cemetery on north side of Derry, just west of Hurontario	✗	- Existing road ROW - Potential access/easement required within vacant lands on the west side of section	✓	Carried Forward	- Preferable strategy to sections 44 & 45
48	Courtneypark Dr from Dixie Rd to Tomken Rd	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route and to avoid Old Derry Rd - Southern alignment along Dixie or Tomken increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Wide ROW - Mainly Industrial Area - Deep Sewer - Southern alignment increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available	✗	- Minimal environmental features along section	✓	- Mainly industrial area - Some potential disruption during construction	✓	- Existing road ROW - Easement ay be required at east end of section for tunnel shaft	✓	Screened Out	- Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available
49	Courtneypark Rd from Tomken Rd to Kennedy Rd	- Alignment connects sewer from Derry Rd to Courtneypark Rd to enable a southern route and to avoid Old Derry Rd - Southern alignment along Dixie or Tomken increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Wide ROW - Hwy 410 Crossing required - Mainly Industrial Area - Deep Sewer - Southern alignment increases overall sewer length by +/- 1,200m resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer - Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available	✗	- Minimal environmental features along section	✓	- Mainly industrial area - Some potential disruption during construction	✓	- Coordination with MTO required for Hwy 410 Crossing and potential tunnel shaft sites	✓	Screened Out	- Significantly longer alignment, flat invert slope presents technical challenges - Other alternative options available
50	Courtneypark Rd from Kennedy Rd to Hurontario St	- Southern route along Courtneypark Rd avoids residential alignment along Derry/Old Derry - Wide ROW - Mainly Industrial Area - Deep Sewer - Southern alignment from Kennedy/Hurontario/Maritz increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment)	✓	- Minimal environmental features along section	✓	- Mainly industrial area - Some potential disruption during construction	✓	- Existing road ROW - Easement ay be required for tunnel shaft	✓	Carried Forward	

Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
51	Courtneypark Rd from Hurontario St to Maritz Dr	- Southern route along Courtneypark Rd avoids residential alignment along Derry/Old Derry - Wide ROW - Mainly Industrial Area - Deep Sewer - Southern alignment from Kennedy/Hurontario/Maritz increases overall sewer length by +/- 700m (in gravity only concepts) resulting in increased cost and requirement for flatter sewer in order to connect to downstream West Trunk Sewer (vs Derry Rd Alignment)	✓	- Minimal environmental features along section	✓	- Mainly industrial area - Some potential disruption during construction - Crossing of Hurontario required	✓	- Existing road ROW - Easement ay be required for tunnel shaft	✓	Carried Forward	
52	Derry Rd from Hurontario St to Derrycrest Dr	- Short section from Hurontario to Derrycrest - 3 lanes for each direction (4th for left turn) - No existing sewer within this section - Potential tunnel shaft site on south side of section - Sewer on east side of Fletcher's creek at this location	✓	- Minimal environmental features along section	✓	- Mainly Industrial Area - Cemetery on north side of Derry Rd - Extremely busy intersection (Derry/Hurontario) - Potential disruption due to construction/tunnel shaft locations	✓	- Existing road ROW - Easement may be required for tunnel shaft	✓	Carried Forward	
53	Derry Rd from Kennedy Rd to Hurontario St	- Deep sewer required through this section - 3 lanes for each direction (4th for left turn) - Existing sewer crosses Derry Rd west of Kennedy - Sewer on east side of Fletcher's creek at this location	✓	- Minimal environmental features along section	✓	- Mainly Industrial Area - Cemetery on north side of Derry Rd - Busy intersection (Derry/Kennedy) - Potential disruption due to construction/tunnel shaft locations	✓	- Existing road ROW - Easement may be required for tunnel shaft	✓	Carried Forward	
54	Derry Rd from Tomken Rd to Kennedy Rd	- Deep sewer required through this section - 3 lanes for each direction (4th for left turn) - Existing sewer crosses Derry Rd west of Hwy 410 - Sewer on east side of Fletcher's creek at this location - Hwy 410 Crossing required	✓	- Section of Mississauga Greenbelt just west of Hwy 410 - Crossing of Etobicoke Creek tributary required	✓	- Mainly Industrial Area - Potential disruption due to construction/tunnel shaft locations	✓	- Existing road ROW - Easement ay be required for tunnel shaft - TRCA Coordination/approvals may be required for creek crossing - Coordination/approvals with MTO required	✓	Carried Forward	
55	Derry Rd from Dixie Rd to Tomken Rd	- Shallower sewer required through this section - opportunity for some open cut sections at east end under Concept 2 - 3 lanes for each direction (4th for left turn) - No existing sewers along section - Connection to existing Etobicoke Creek sewer at east end of section will provide additional diversion potential - Etobicoke Creek Crossing just west of existing trunk sewer	✓	- Crossing of Etobicoke Creek tributary required	✓	- Mainly industrial area - Cemetery on south side of Derry Rd	✓	- Existing road ROW - Easement ay be required for tunnel shaft - TRCA Coordination/approvals required for creek crossing at eastern connection point	✓	Carried Forward	
56	Derry Rd from Spring Creek (East Trunk Sewer) to Dixie Rd (Etobicoke Creek Trunk Sewer)	- Section contains upstream connection to East Trunk Sewer east of Bramalea Rd - Sewer on east side of Spring Creek - Crossing required - Connection to East Trunk sewer provides ultimate flow diversion potential - Shallower sewer required through this section - opportunity for open cut along Derry - Construction adjacent to airport	✓	- Crossing of Spring Creek required - Potential for erosion issue within Spring Creek identified	✓	- Construction adjacent to airport - Sports field at west end of section - potential tunnel shaft site. Coordination with Mississauga Parks may be required	✓	- Alignment adjacent to airport, coordination with GTAA may be required	✓	Carried Forward	
57	East side of Sanford Farm land from Old Derry Rd to south of Blackheath Ridge	- Section connects Old Derry Rd to potential alignment just north of Hwy 401 - Enables southern Credit River crossing and avoids alignment on Old Creditview and parallel to Credit River - Section lengthens route vs Section 17 or 11 - Critical core alternative - requires further consideration	✓	- Natural features along alignment - Most of alignment outside of floodplain - South end adjacent to ANSI Life Science	✓	- Potential disruption to Old Derry Rd at north end of section - Potential impact to existing use - Minimizes potential impact to future use by running alignment along perimeter	✓	- Alignment partially within Credit River Floodplain; CVC coordination/approvals required - Easement and extensive coordination with existing property owner required	✗	Carried Forward	- Critical core alternative - requires further consideration
58	Along north side of Hwy 401 from east side of Sanford Farm to upstream end of West Trunk	- Partially through farmland - Easement will be required - Crossing of Credit River required - Potential construction access difficulties - Critical core alternative - requires further consideration	✓	- Crosses Credit River Floodplain and Credit River - Environmental designated areas with higher potential for impact	✓	- Potential impacts to existing uses during construction - Existing use agricultural	✓	- Additional easement through Sanford Farm will be required - Coordination/permit with MTO will be required for connection, sewer alignment and shaft locations - Permits and approvals require significant consultation with CVC	✗	Carried Forward	- Critical core alternative - requires further consideration
59	Dundas St from East Trunk Sewer to Dixie Rd	- Deep Trunk Sewer section - Connection to East Trunk sewer at Southcreek Rd - Wide ROW - 3 Lanes in each direction plus centre turning lane - Mainly Industrial / Commercial uses - Limited potential for tunnel shaft sites	✓	- Partially within Etobicoke Creek Floodplain - Little Etobicoke Creek crossing	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- TRCA coordination/approvals required for crossings - Easement /site required for tunnel shaft sites	✓	Carried Forward	
60	Dundas St from Dixie Rd to Cawthra Rd	- 3 Lanes in each direction plus centre turning lane - Mainly Industrial / Commercial uses - Limited potential for tunnel shaft sites - Deep Trunk sewer along congested ROW - tunnelling required	✓	- Limited environmental features within section	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites	✓	Carried Forward	
61	Dundas St from Cawthra Rd to Hurontario St	- 3 Lanes in each direction plus centre turning lane - Mainly Commercial/Residential uses - Limited potential for tunnel shaft sites - Busy intersection of Hurontario / Dundas - Deep Trunk sewer along congested ROW - tunnelling required	✓	- Cooksville Creek crossing required	✓	- Busy intersection of Hurontario / Dundas - Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites - Coordination / approvals required for Cooksville Creek crossing	✓	Carried Forward	
62	Dundas St from Hurontario to Mavis Rd	- 3 Lanes in each direction plus centre turning lane - Mainly Industrial / Commercial uses - Limited potential for tunnel shaft sites - Deep Trunk sewer along congested ROW - tunnelling required	✓	- Credit River tributary crossing required	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites	✓	Carried Forward	
63	Dundas St from Mavis Rd to Erindale Station Rd	- 3 Lanes in each direction plus centre turning lane - Mainly Commercial/Residential uses - Limited potential for tunnel shaft sites - Deep Trunk sewer along congested ROW - tunnelling required	✓	- Credit River tributary crossing required	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites	✓	Carried Forward	
64	Dundas St from Erindale Station Rd to Credit Trunk	- 2 Lanes in each direction plus centre turning lane - Mainly Commercial / Residential uses - Limited potential for tunnel shaft sites - Deep Trunk sewer along congested ROW - tunnelling required	✓	- Credit River crossing required - Partial construction within Credit River Valley	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites - Coordination / approvals required for Credit River crossing	✓	Carried Forward	

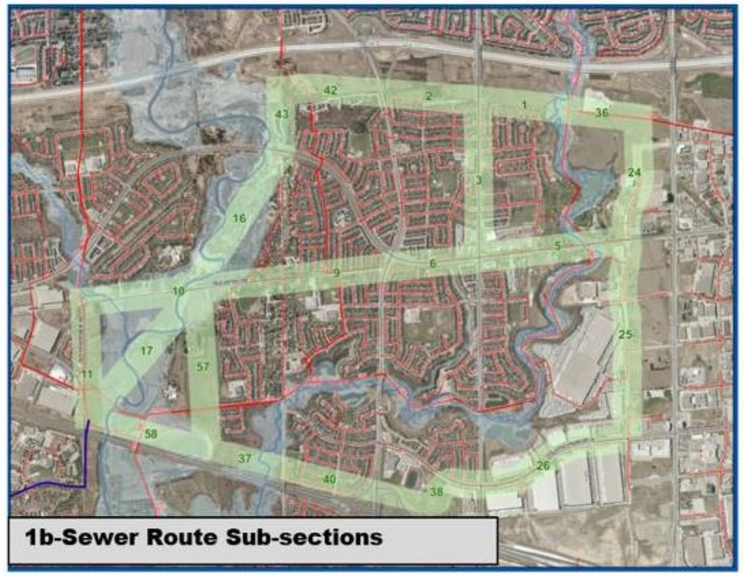
Section	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/ Jurisdictional	Preliminary Result	Comment
65	Credit River Valley from Dundas St to West Trunk Connection at Queensway	- Difficult access for construction - Section within Credit River Valley - Connection to downstream 3,000 mm sewer at Hydro Corridor - Limited potential for tunnel shaft sites - Critical core alternative - requires further consideration	✗	- Construction within Credit River Valley - Heavily forested natural area	✗	- Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites - Coordination / approvals required for Credit River crossing	✗	Carried Forward	- Critical core alternative - requires further consideration
66	Dundas St from Credit River to West Trunk connection at Erin Mills Pkwy	- 2 Lanes in each direction plus centre turning lane - Mainly Commercial / Residential uses - Limited potential for tunnel shaft sites - Deep Trunk sewer along congested ROW - tunnelling required - Section extends uphill to Erin Mills Pkwy West Trunk connection point	✗	- Credit River crossing and Credit River tributary crossing required - Partial construction within Credit River Valley	✓	- Congested corridor - Potential impacts to existing uses during construction	✓	- Easement /site required for tunnel shaft sites - Coordination / approvals required for Credit River crossing	✓	Carried Forward	

Table B2 - Screening Used to Transform Long List of Concepts to Short List of Concepts - SPS Site Evaluation

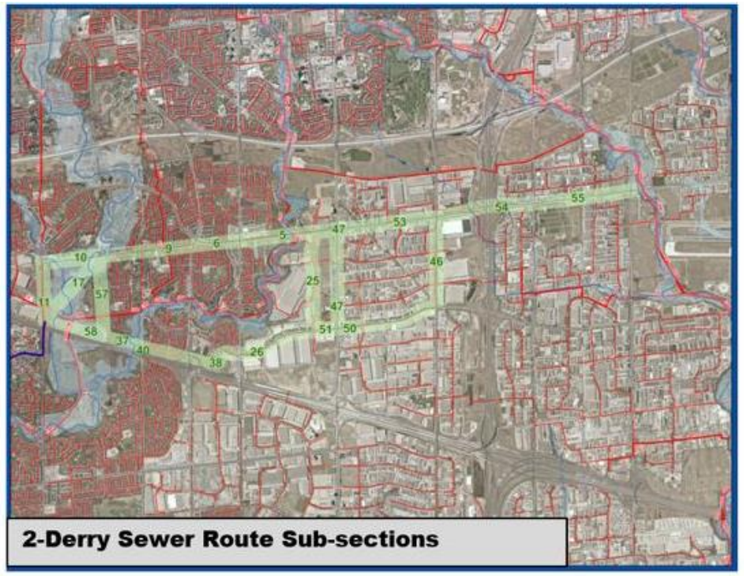
SPS Site	Description	Technical	Technical	Environmental	Environmental	Socio/Cultural	Socio/Cultural	Legal/Jurisdictional	Legal/Jurisdictional	Screening Result
1	Southeast corner of Hwy 407 and Tomken Rd	- Good access via Tomken Rd - On east side of Etobicoke Creek - crossing required to connect to forcemain only - Long distance to Forcemain connection increasing construction costs - Connection to forcemain will require crossing hydro corridor - Large potential site	✓	- No natural features - No vegetation - Not within Etobicoke Creek floodplain - Crossing(s) required	✓	- Existing Industrial Use - Landscaping/Stone Company - Located in between Hwy 407 and Hydro Corridor - Minimal anticipated disturbance during construction	✓	- Site is located within existing industrial use - land acquisition required for site - Negotiation of easement through hydro corridor and/or along road ROW to construct sewer and forcemain connections considered difficult	✗	Screened Out
2	Within Gas Station Parking lot at the end of Drew Rd, west of Dixie Rd	- Good access via Drew Rd - Smaller triangular shaped site, adjacent to existing gas station - On east side of Etobicoke Creek - crossing required for sewer connection and forcemain - Closer proximity to both the Trunk Sewer and Forcemain - Potential to coordinate with Drew Rd extension	✓	- Small storm ditch at south side of site - some vegetation at west side of site - Not within Etobicoke Creek floodplain - Crossing(s) required - Higher potential for contamination	✗	- Existing Gas Station/Truck Parking Lot - Dixie / Drew Rd relatively busy intersection some anticipated traffic disturbance during construction	✓	- Site is located within existing gas station - land acquisition required for site - Easement required along future Drew Rd ROW to construct sewer and forcemain connections	✓	Carried Forward
3	North end of existing employment use at the end of Transmark Crt (TransX Property)	- Access via Transmark Crt - Close proximity to both the Trunk Sewer and Forcemain - On west side of Etobicoke Creek - no crossing required for sewer or forcemain connections - Adjacent to planned Drew Rd Extension - Large potential site	✓	- No natural features - No vegetation - Partially within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - No crossings required	✗	- Existing Industrial Use - Logistics Company - Located off of main roads - Minimal anticipated public disturbance during construction - Will require disturbance to existing private use	✓	- Site is located within existing industrial use - land acquisition required for site - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Proximity to Sewers and Forcemain connection enables minimal easement requirements to construct sewer and forcemain connections - Will require TRCA consultation and permitting	✓	Carried Forward
4	Within Etobicoke Creek Valley lands west of property at 7280 Dixie Rd	- Difficult access via Drew Rd or 7280 Dixie Rd - On east side of Etobicoke Creek enables easier connection to sewer but requires crossing for forcemain - Close proximity to both the Trunk Sewer and Forcemain - Small site	✗	- Site lies within vegetated area - Completely within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing(s) required	✗	- Existing Etobicoke Creek Valley Lands - Undeveloped - Limited access - No Trails or public space nearby - Minimal anticipated disturbance during construction	✓	- Site is located within TRCA Lands - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Proximity to Sewers and Forcemain connection minimizes easement requirements to construct sewer and forcemain connections	✓	Carried Forward
5	West side of property of 7280 Dixie Rd	- Good access via Drew Rd/Drew Rd Extension - Close proximity to both the Trunk Sewer and Forcemain - On east side of Etobicoke Creek enables easier connection to sewer but requires crossing for forcemain	✓	- No natural features - No vegetation - Within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing(s) required	✗	- Existing Industrial Use - Logistics Company - Located off of Dixie Rd - Some anticipated traffic disturbance during construction	✓	- Site is located within existing industrial use - land acquisition required for site - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Easement required along future Drew Rd extension to construct sewer and forcemain connections - Will require TRCA consultation and permitting	✓	Carried Forward
6	Etobicoke Creek Valley lands south of 7280 Dixie Rd	- Good access via Dixie Rd - On east side of Etobicoke Creek - crossing required - Close proximity to Trunk Sewers, however longer distance to forcemain connection - Large potential site	✓	- Site lies within partially vegetated area - Completely within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing(s) required	✗	- Existing Etobicoke Creek Valley Lands - Undeveloped - Limited access - Open area / Soccer field with public access - Some anticipated traffic disturbance during construction	✗	- Site is located within TRCA Lands - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Easement required within Etobicoke Creek to connect to forcemain - Will require TRCA consultation and permitting	✗	Screened Out
7	Mount Charles Park, 1265 Cardiff Blvd	- Good access via Cardiff Blvd to site, however, access to sewers and forcemain may be difficult - On west side of Etobicoke Creek - no crossing required - Connection to Trunk Sewer will require extension along Transmark or Etobicoke Creek crossing - Long distance to both the Trunk Sewers and forcemain connection - Large potential parcel	✓	- Site lies within partially wooded area - Not within Etobicoke Creek floodplain - Crossing likely required	✓	- Existing Mount Charles Park - City of Mississauga Programmed Baseball/Softball Diamonds - High social impact associated with conversion of fields to SPS - Open area with public access - Trails at east side of park - Minimal anticipated traffic disturbance during construction	✗	- Existing City of Mississauga parkland - No construction within floodplain - Substantial easements required to connect to sewers and forcemain	✗	Carried Forward
8	Etobicoke Creek Valley lands north of 7050 Dixie Rd	- Good access via Dixie Rd - On west side of Etobicoke Creek, however, site is located at bend in the creek - two crossings may be required - Long distance to both the Trunk Sewers and forcemain connection - Large potential site	✗	- Site lies within partially vegetated area - Completely within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing(s) required	✗	- Existing Etobicoke Creek Valley Lands - Access off of Dixie Rd - Soccer fields - not City of Mississauga Park - Located adjacent to Etobicoke Creek with public access - Some anticipated traffic disturbance during construction	✗	- Site is located within TRCA Lands - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Easement required within Etobicoke Creek to connect to forcemain	✗	Screened Out
9	North Section of Kings Park, east side of Dixie Rd	- Good access via Dixie Rd - On east side of Etobicoke Creek - crossing will be required - Close proximity to Trunk Sewers, however long distance to forcemain connection. - Large potential site	✓	- Site lies within partially vegetated area - Completely within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing required	✗	- Existing Kings Park - City of Mississauga Programmed Baseball/Softball Diamonds - High social impact associated with conversion of fields to SPS - Access off Dixie Rd - Some anticipated traffic disturbance during construction	✗	- Existing City of Mississauga parkland - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Substantial easements required to connect to sewers and forcemain	✗	Carried Forward
10	South Section of Kings Park, East side of Dixie Rd, east of Etobicoke Creek	- Good access via Dixie Rd - On east side of Etobicoke Creek - crossing will be required - Close proximity to Trunk Sewers, however long distance to forcemain connection. - Large potential site	✓	- Site lies within partially vegetated area - Completely within Etobicoke Creek floodplain - additional floodplain analysis and potential mitigative measures required - Crossing required	✗	- Existing Kings Park - City of Mississauga Programmed Baseball/Softball Diamonds - High social impact associated with conversion of fields to SPS - Access off Dixie Rd - Some anticipated traffic disturbance during construction	✗	- Existing City of Mississauga parkland - Construction within floodplain results in additional requirements for construction of SPS and future work at the station - Substantial easements required to connect to sewers and forcemain	✗	Screened Out
11	Soccer fields on the north side of Derry Rd (Derryside Green). Access off of Tranmere	- Good access via Derry Rd or Tranmere Dr - On east side of Etobicoke Creek - crossing(s) will be required - Close proximity to Trunk Sewers, however extremely long distance to forcemain connection. - Large potential site	✓	- No natural features - No vegetation - Not within Etobicoke Creek floodplain - Multiple Creek crossing(s) required	✓	- Existing Derryside Green Park - City of Mississauga Programmed Soccer Fields - High social impact associated with conversion of fields to SPS - Open area with public access. - Construction access of Tranmere - Minimal anticipated traffic disturbance during construction	✗	- Existing City of Mississauga parkland - No construction within floodplain - Substantial easements required to connect to sewers and forcemain	✗	Screened Out
12	Northeast corner of Tomken Rd and Farmhouse Crt	- Good access via Tomken Rd or Farmhouse Crt - On west side of Etobicoke Creek - no crossing will be required - Long distance to both Trunk Sewer connection and Forcemain connection, however connections can be constructed along existing road ROW, out of the valley with good access. - Connection to forcemain will require crossing hydro corridor - Large potential site	✓	- Site contains vegetation/agricultural use - Not within Etobicoke Creek floodplain - Creek crossing(s) required	✓	- Existing Agricultural Use - Located in between Hwy 407 and Hydro Corridor - Single residential property within site - Minimal anticipated disturbance during construction	✓	- Site is located within existing agricultural use - land acquisition required for site - Easement through hydro corridor and/or along road ROW to construct sewer and forcemain connections	✓	Carried Forward
13	Southeast end of existing employment use at the end of Transmark Crt (TransX Property)	- Access via Transmark Crt - Close proximity to both the Trunk Sewer and Forcemain - On west side of Etobicoke Creek - no crossing required - Adjacent to Drew Rd Extension	✓	- No natural features - No vegetation - Not within Etobicoke Creek floodplain - No crossings required	✓	- Existing Industrial Use - Logistics Company - Located off of main roads - Minimal anticipated disturbance during construction	✓	- Site is located within existing industrial use - land acquisition required for site - No construction within floodplain - Proximity to Sewers and Forcemain connection enables minimal easement requirements to construct sewer and forcemain connections	✓	Carried Forward



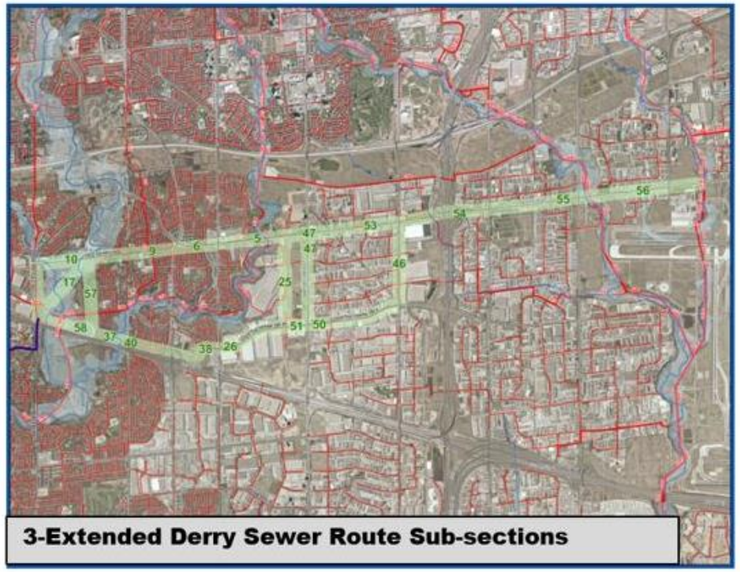
1a- SPS Sites



1b-Sewer Route Sub-sections



2-Derry Sewer Route Sub-sections



3-Extended Derry Sewer Route Sub-sections

4-Dundas Sewer Route Sub-sections

Region of Peel
Working for you

East to West Wastewater Diversion Strategy Class EA

Appendix B
Short List of Sub-sections and Sites within Each Concept

BluePlan ENGINEERING

December, 2016