

# 3-A

**REGION OF PEEL**  
WASTEWATER CAPACITY IMPROVEMENTS IN CENTRAL MISSISSAUGA  
APPENDIX 3-A

## **Short List Alignment Alternatives - Criteria & Evaluation**

**Short List Alignment Alternatives - Evaluation Criteria**

Factor	Evaluation Criteria	Rationale / Indicators
<b>Technical Constructability</b>	Constructability Risk	<ul style="list-style-type: none"> <li>• Ability to minimize alignments with “unreasonable” construction challenges</li> <li>• Ability to minimize potential schedule/timing risk during construction</li> </ul>
	Existing / Planned Infrastructure	<ul style="list-style-type: none"> <li>• Ability to minimize conflicts with existing infrastructure</li> <li>• Ability to maintain existing services during and following construction</li> <li>• Ability to service by gravity (based on invert elevations of existing sanitary sewers)</li> </ul>
	Existing Utilities	<ul style="list-style-type: none"> <li>• Significance of existing utilities and infrastructure and ability to maintain utilities</li> <li>• Ability to avoid utility easements within or in close proximity to alignment</li> </ul>
	Crossings	<ul style="list-style-type: none"> <li>• Ability to minimize major environmental, sewer, railway and highway crossings and address any applicable mitigation actions</li> </ul>
	Accessibility	<ul style="list-style-type: none"> <li>• Ability to minimize construction in areas with limited access</li> <li>• Ability to maximize accessibility and safety</li> <li>• Ability to maximize routes along road right of way and/or easements</li> </ul>
<b>Technical Flexibility</b>	Compatibility with Existing and Future Infrastructure	<ul style="list-style-type: none"> <li>• Ability to maximize use of existing infrastructure</li> <li>• Ability to minimize capital upgrades</li> <li>• Opportunity to coordinate planned infrastructure improvements</li> </ul>
	Capacity for Future Growth	<ul style="list-style-type: none"> <li>• Ability to meet future servicing needs for new growth and 2041* projections and beyond</li> <li>• Flexibility with future servicing requirements</li> <li>• Ability to maximize flow flexibility</li> </ul>
	System Security	<ul style="list-style-type: none"> <li>• Flexibility of system operations and operational security</li> </ul>
	Operation & Maintenance	<ul style="list-style-type: none"> <li>• Ease of access to maintain</li> <li>• Provision of emergency access</li> <li>• Consideration of lifecycle costs</li> <li>• Level of energy efficiency</li> </ul>
<b>Environment</b>	Environmentally Sensitive Features	<ul style="list-style-type: none"> <li>• Proximity to environmentally sensitive features (e.g. wetlands, ESAs, ANSIs, woodlots, Etobicoke Creek, Cooksville Creek, designated natural areas and TRCA/CVC regulated areas, source water protection areas)</li> </ul>
	Climate Change	<ul style="list-style-type: none"> <li>• Climate change consideration (e.g. GHG emissions, impact to the environment)</li> <li>• Vulnerability to climate change effects</li> <li>• Flexibility to incorporate climate change adaptation measures in design</li> </ul>
	Species at Risk	<ul style="list-style-type: none"> <li>• Ability to minimize potential impacts to Species at Risk and sensitive species habitat (e.g., proximity to vulnerable/ threatened/ endangered or locally/regionally rare amphibians, birds, wildlife or fish)</li> </ul>
	Crossings	<ul style="list-style-type: none"> <li>• Requirements for major environmental crossings</li> </ul>

Factor	Evaluation Criteria	Rationale / Indicators
	Soil/Land Contamination Considerations	<ul style="list-style-type: none"> <li>Requirement for contamination review/ investigation/ remediation</li> </ul>
	Water Features / Resources	<ul style="list-style-type: none"> <li>Level of short or long term anticipated impact on surface water features.</li> <li>Crossing of valley lands, including floodplains and meander belts (e.g. potential flooding and erosion risk)</li> <li>Ability to minimize potential impacts to Etobicoke Creek, Little Etobicoke and Cooksville Creek</li> <li>Ability to minimize potential impacts on water quality, including nearby water wells</li> <li>Ability to minimize potential impacts to source water protection areas</li> </ul>
	Geology, Hydrogeology Considerations	<ul style="list-style-type: none"> <li>Consideration for subsurface soils and rock characteristics, groundwater levels and water table levels</li> <li>Level of short or long term anticipated ground water impacts (e.g. drilling through water table)</li> </ul>
	Air Quality	<ul style="list-style-type: none"> <li>Ability to minimize potential life cycle impacts on air quality associated with overall servicing strategy</li> </ul>
	Environmental Risk	<ul style="list-style-type: none"> <li>Ability to minimize potential environmental risk during construction and operation</li> </ul>
Socio/ Cultural	Community Impact (Residents and Local Businesses)	<ul style="list-style-type: none"> <li>Ability to minimize potential community resistance to alternative/ options</li> <li>Ability to minimize resident real or perceived impact</li> <li>Ability to minimize visual (aesthetic) impact</li> <li>Access to property or public spaces</li> </ul>
	Existing Road Infrastructure	<ul style="list-style-type: none"> <li>Ability to minimize adverse effects on roadways</li> <li>Coordination with planned road work improvements</li> </ul>
	Noise, Vibration, Odour and Dust Impact	<ul style="list-style-type: none"> <li>Ability to minimize and/or mitigate noise, vibration, and dust impacts (potential impacts major, moderate, minor)</li> </ul>
	Built Heritage / Cultural Impact	<ul style="list-style-type: none"> <li>Ability to avoid known heritage sites, potential impacts on them and ability to mitigate</li> <li>Degree of mitigative measures required</li> </ul>
	Archaeological Impact	<ul style="list-style-type: none"> <li>Ability to avoid known archaeological resources/sites, potential impacts on them and ability to mitigate</li> <li>Number of known archeological sites affected</li> </ul>
	Traffic Impact	<ul style="list-style-type: none"> <li>Relative length of construction time and impact to travel time</li> <li>Nature of temporary local disruption to road and public transit traffic</li> <li>Anticipated degree of construction truck traffic management issues during construction and maintenance</li> </ul>
	Agricultural Impact	<ul style="list-style-type: none"> <li>Potential impacts on nearby agricultural lands</li> </ul>
Financial	Capital Cost	<ul style="list-style-type: none"> <li>Total capital (construction) cost for new infrastructure and/or upgrades for overall servicing strategy</li> <li>Cost of required / needed property acquisition/ easements</li> </ul>
	Operation & Maintenance Cost	<ul style="list-style-type: none"> <li>Cost of operation and maintaining the infrastructure</li> <li>Ease of access to maintain</li> <li>Provision of emergency access</li> </ul>

Factor	Evaluation Criteria	Rationale / Indicators
	Life Cycle Cost (Overall Servicing Strategy)	<ul style="list-style-type: none"> <li>• Ability to minimize total life cycle cost (combination of capital, property acquisition, O&amp;M, etc.)</li> </ul>
	Financial Risk	<ul style="list-style-type: none"> <li>• Ability to minimize potential financial risk during construction (cost increase / uncertainty)</li> </ul>
<b>Legal/ Jurisdictional</b>	Property Acquisition	<ul style="list-style-type: none"> <li>• Land requirement issues and agency concerns that may arise related to project routes, siting and land acquisition</li> <li>• Degree of complexity relating to availability of land, current designated land use, current ownership, property acquisition</li> <li>• Land requirement issues and agency concerns that may arise related to planning permits and crossings</li> <li>• Ability to minimize potential property acquisition risk during construction</li> </ul>
	Compliance with Applicable Planning Policies	<ul style="list-style-type: none"> <li>• Potential conflicts or conformity with Region of Peel and City of Mississauga Official Plan policies, including Secondary Plans, Master Servicing Plans, Provincial Policy Statement, Greenbelt Plan, Growth Plan, TRCA/CVC regulations and any other relevant policies</li> </ul>

**Table 1: Short List Alignment Alternatives Summary**

<b>Objective</b>	<b>Alignment Start</b>	<b>Alignment Description</b>
<b>Solution to Capacity Issues along Upper CPR</b>	1. Burnhamthorpe Rd	1a. Burnhamthorpe Rd from Central Pkwy to Cawthra Rd
		1b. Bloor St from Central Pkwy to Cawthra Rd
<b>Solution to Capacity Issues along Lower Cooksville and Lower CPR</b>	2. Queensway E	2a. Queensway E from Hurontario St to East Trunk
		2b. Queensway E from Hurontario St to East Trunk – Dixie Rd
		2c. Queensway E from Hurontario St to East Trunk – North Service Rd & Dixie Rd
		2d. Queensway E from Hurontario St to East Trunk – North/South Service Rd & Dixie Rd
	3. North Service Rd	3a. North Service Rd from Lower Cooksville to East Trunk – Dixie Rd
		3b. North Service Rd from Lower Cooksville to East Trunk – South Service Rd

**Table 2: Short List Alignment Alternatives - Evaluation Matrix - Solution to Capacity Issues along Upper CPR (Area 1)**

Alternatives	1a. Burnhamthorpe Rd from Central Pkwy to Cawthra Rd	1b. Bloor St from Central Pkwy to Cawthra Rd
<b>Technical Constructability</b>	<ul style="list-style-type: none"> <li>• Marginal difference in length of sewer required</li> <li>• Similar hydraulic benefit – straight alignment</li> <li>• Larger road right of way, good opportunity for shaft locations</li> <li>• Potential conflict with 1500 mm watermain under construction and existing 750 mm watermain along Burnhamthorpe Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Marginal difference in length of sewer required</li> <li>• Similar hydraulic benefit – straight alignment</li> <li>• Road right of way includes a 600 mm watermain</li> <li>• Narrower road right of way, shaft size options more constrained</li> </ul>
	Most Preferred	Least Preferred
<b>Technical Flexibility</b>	<ul style="list-style-type: none"> <li>• Potential opportunity to integrate with Wilcox sewer upgrade</li> </ul>	<ul style="list-style-type: none"> <li>• Does not maximize planned infrastructure upgrades</li> <li>• Local upgrade on Bloor St from Cawthra Rd to Michelle Rd to begin construction February 2020, alternative does not maximize this planned infrastructure upgrade</li> </ul>
	Most Preferred	Less Preferred
<b>Environment</b>	<ul style="list-style-type: none"> <li>• No environmental crossings required</li> <li>• Majority of area within highly vulnerable aquifers</li> <li>• Low potential for environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>• No environmental crossings required</li> <li>• Majority of area outside of highly vulnerable aquifer</li> <li>• Low potential for environmental impact</li> </ul>
	Most Preferred	Most Preferred
<b>Social</b>	<ul style="list-style-type: none"> <li>• Residential and commercial land use</li> <li>• Existing land use further from road right of way, higher potential to buffer surrounding land use during construction</li> <li>• More traffic along Burnhamthorpe Rd (major arterial road)</li> <li>• Dependent on timing, potential perceived construction fatigue</li> <li>• Low potential for social impact</li> </ul>	<ul style="list-style-type: none"> <li>• Residential land use</li> <li>• Existing land use closer to road right of way, higher potential to buffer surrounding land use during construction</li> <li>• Less traffic along Bloor St (collector road)</li> <li>• Moderate potential for social impact</li> </ul>
	Less Preferred	Least Preferred
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• No cultural heritage features identified on or adjacent to site</li> </ul>	<ul style="list-style-type: none"> <li>• No cultural heritage features identified on or adjacent to site</li> </ul>
	Most Preferred	Most Preferred
<b>Archaeological</b>	<ul style="list-style-type: none"> <li>• Low archaeological potential, mainly disturbed land</li> <li>• Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>• Low archaeological potential, mainly disturbed land</li> <li>• Potential Stage 2 studies required for shaft locations</li> </ul>
	Most Preferred	Most Preferred
<b>Financial</b>	<ul style="list-style-type: none"> <li>• Potential opportunity to integrate with Wilcox sewer upgrade</li> <li>• Marginal difference in length of sewer required</li> </ul>	<ul style="list-style-type: none"> <li>• Does not maximize planned infrastructure upgrades</li> <li>• Local upgrade on Bloor St from Cawthra Rd to Michelle Rd to begin construction February 2020, alternative does not maximize this planned infrastructure upgrade</li> <li>• Marginal difference in length of sewer required</li> <li>• Potential for higher traffic management costs (Central Parkway and Bloor St intersection)</li> </ul>
	Most Preferred	Less Preferred
<b>Legal / Jurisdictional</b>	<ul style="list-style-type: none"> <li>• Shaft opportunities will require similar coordination with City/Region for both alternatives</li> </ul>	<ul style="list-style-type: none"> <li>• Shaft opportunities will require similar coordination with City/Region for both alternatives</li> </ul>
	Most Preferred	Most Preferred
<b>Overall Score</b>	Most Preferred	Least Preferred

**Table 3: Short List Alignment Alternatives - Evaluation Matrix - Solution to Capacity Issues along Lower Cooksville and Lower CPR (Area 2)**

Alternatives	2. Queensway E			3. North Service Rd		
Alternative Sub-options	2a. Queensway E from Hurontario St to East Trunk	2b. Queensway E from Hurontario St to East Trunk – Dixie Rd	2c. Queensway E from Hurontario St to East Trunk – North Service Rd & Dixie Rd	2d. Queensway from Hurontario St to East Trunk – North/South Service Rd & Dixie Rd	3a. North Service Rd from Lower Cooksville to East Trunk – Dixie Rd	3b. North Service Rd from Lower Cooksville to East Trunk – South Service Rd & Dixie Rd
Technical Constructability / Flexibility	<ul style="list-style-type: none"> <li>• Existing 750 mm watermain within Queensway E corridor but not considered a constraint</li> <li>• Existing Hydro One and Enbridge corridor but wide overall corridor; conflicts can be avoided</li> <li>• Similar tunneling length compared to other options</li> <li>• Larger road right of way with higher potential to buffer surrounding land use during construction</li> <li>• Hydraulic benefit of straight alignment vs alignment with turns/curves</li> <li>• Straight alignment provides benefit to tunnel construction methodology with potential to minimize construction shaft locations and the need to remove and turn boring machine.</li> <li>• Wider road right of way / utility corridor provides good opportunity to accommodate shaft compound locations</li> <li>• Less construction accessibility constraints due to more/larger potential shaft locations on Queensway E road right of way</li> <li>• Less overall constructability risk compared to options crossing QEW</li> <li>• Opportunity to access Etobicoke Creek connection from Sherway Drive</li> <li>• Increased construction complexity to connect to East Trunk at Etobicoke Creek</li> </ul>	<ul style="list-style-type: none"> <li>• Existing 300 mm watermain and 450 mm wastewater along North Service Rd but not considered a constraint</li> <li>• Existing Hydro One and Enbridge corridor along Queensway E alignment but wide overall corridor conflicts can be avoided</li> <li>• Similar tunneling length compared to other options</li> <li>• Queensway E sections are larger road right of way with higher potential to buffer surrounding land use during construction</li> <li>• Moderate opportunity for shaft locations</li> <li>• Lower construction accessibility constraints due to more/larger potential shaft locations on Queensway E road right of way</li> <li>• Option avoids the need for connection at Etobicoke Creek, minimizing construction complexity within the valley</li> <li>• Turns/curves along alignment resulting in challenges to tunnel construction methodology with potential to increase construction shaft locations (increase in surface disturbance and land acquisition) and the need to remove and turn boring machine</li> <li>• Dixie Rd alignment includes constrained road right of way with low potential to buffer surrounding land use during construction</li> <li>• Hydraulic disadvantage of alignment with turns/curves</li> <li>• Potential conflict with existing 2400 mm and 600 mm watermain along Dixie Rd</li> <li>• Provincial road crossing (QEW crossing required)</li> <li>• Conflicts with existing and future MTO improvements along North and South Service Rd and Dixie Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar tunneling length compared to other options</li> <li>• Existing Hydro One and Enbridge corridor</li> <li>• Option avoids the need for connection at Etobicoke Creek, minimizing construction complexity within the valley</li> <li>• Turns/curves along alignment resulting in challenges to tunnel construction methodology with potential to increase construction shaft locations (increase in surface disturbance and land acquisition) and the need to remove and turn boring machine</li> <li>• North Service Rd and Dixie Rd alignment includes constrained road right of way with low potential to buffer surrounding land use during construction</li> <li>• Hydraulic disadvantage of alignment with turns/curves</li> <li>• Limited opportunity for shaft locations</li> <li>• Greater construction accessibility constraints due to limited shaft locations on North Service Rd road right of way</li> <li>• Potential conflict with existing 2400 mm and 600 mm watermain along Dixie Rd</li> <li>• Potential conflict with existing watermain and wastewater sewer along North / South Service Rd</li> <li>• Provincial road crossing (QEW crossing required)</li> <li>• Conflicts with existing and future MTO improvements along North and South Service Rd and Dixie Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar tunneling length compared to other options</li> <li>• Existing Hydro One and Enbridge corridor</li> <li>• Option avoids the need for connection at Etobicoke Creek, minimizing construction complexity within the valley</li> <li>• Turns/curves along alignment resulting in challenges to tunnel construction methodology with potential to increase construction shaft locations (increase in surface disturbance and land acquisition) and the need to remove and turn boring machine</li> <li>• North/South Service Rd and Dixie Rd include constrained road with low potential to buffer surrounding land use during construction</li> <li>• Hydraulic disadvantage of alignment with turns/curves</li> <li>• Limited opportunity for shaft locations</li> <li>• Greater construction accessibility constraints due to limited shaft locations on North/South Service Rd road right of way</li> <li>• Potential conflict with existing 2400 mm and 600 mm watermain along Dixie Rd</li> <li>• Potential conflict with existing watermain and wastewater sewer along North / South Service Rd</li> <li>• Provincial road crossing (QEW crossing required)</li> <li>• Conflicts with existing and future MTO improvements along North and South Service Rd and Dixie Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar tunneling length compared to other options</li> <li>• Existing Enbridge corridor</li> <li>• Option avoids the need for connection at Etobicoke Creek, minimizing construction complexity within the valley</li> <li>• Slightly greater flow flexibility due to further south connection to New Queensway Trunk connection</li> <li>• Turns/curves along alignment resulting in challenges to tunnel construction methodology with potential to increase construction shaft locations (increase in surface disturbance and land acquisition) and the need to remove and turn boring machine</li> <li>• North Service Rd and Dixie Rd include constrained road right of way with low potential to buffer surrounding land use during construction</li> <li>• Hydraulic disadvantage of alignment with turns/curves</li> <li>• Limited opportunity for shaft locations</li> <li>• Greater construction accessibility constraints due to limited shaft locations on North Service Rd road right of way</li> <li>• Potential conflict with existing 2400 mm and 600 mm watermain along Dixie Rd</li> <li>• Potential conflict with existing watermain and wastewater sewer along North / South Service Rd</li> <li>• Provincial road crossing (QEW crossing required)</li> <li>• Conflicts with existing and future MTO improvements along North and South Service Rd and Dixie Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar tunneling length compared to other options</li> <li>• Existing Enbridge corridor</li> <li>• Option avoids the need for connection at Etobicoke Creek, minimizing construction complexity within the valley</li> <li>• Slightly greater flow flexibility due to further south connection to New Queensway Trunk connection</li> <li>• Turns/curves along alignment resulting in challenges to tunnel construction methodology with potential to increase construction shaft locations (increase in surface disturbance and land acquisition) and the need to remove and turn boring machine</li> <li>• North/South Service Rd and Dixie Rd include constrained road right of way with low potential to buffer surrounding land use during construction</li> <li>• Hydraulic disadvantage of alignment with turns/curves</li> <li>• Limited opportunity for shaft locations</li> <li>• Greater construction accessibility constraints due to limited shaft locations on North/South Service Rd road right of way</li> <li>• Potential conflict with existing 2400 mm and 600 mm watermain along Dixie Rd</li> <li>• Potential conflict with existing watermain and wastewater sewer along North / South Service Rd</li> <li>• Provincial road crossing (QEW crossing required)</li> <li>• Conflicts with existing and future MTO improvements along North and South Service Rd and Dixie Rd.</li> </ul>
	Less Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred

Alternatives	2. Queensway E			3. North Service Rd		
Alternative Sub-options	2a. Queensway E from Hurontario St to East Trunk	2b. Queensway E from Hurontario St to East Trunk – Dixie Rd	2c. Queensway E from Hurontario St to East Trunk – North Service Rd & Dixie Rd	2d. Queensway from Hurontario St to East Trunk – North/South Service Rd & Dixie Rd	3a. North Service Rd from Lower Cooksville to East Trunk – Dixie Rd	3b. North Service Rd from Lower Cooksville to East Trunk – South Service Rd & Dixie Rd
<b>Environment</b>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Higher number of significant environmental features</li> <li>Requires sewer connection and crossing at Upper Cooksville (minor impact) and Etobicoke Creek (major impact)</li> <li>Overall higher potential for environmental impact</li> <li>Potentially less shaft locations required due to straight alignment</li> </ul>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Potentially more shaft locations required due to turns/curved alignment</li> <li>Potential impact to mature trees along Dixie Rd.</li> <li>Option avoids need for connection at Etobicoke Creek, minimizing potential impact to natural environment during construction.</li> <li>Lower number of significant environmental features</li> <li>Only requires sewer connection at Upper Cooksville (minor impact)</li> <li>Overall moderate potential for environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Potentially more shaft locations required due to turns/curved alignment</li> <li>Potential impact to mature trees along Dixie Rd.</li> <li>Option avoids need for connection at Etobicoke Creek, minimizing potential impact to natural environment during construction.</li> <li>Lower number of significant environmental features</li> <li>Only requires sewer connection at Upper Cooksville (minor impact)</li> <li>Overall moderate potential for environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Potentially more shaft locations required due to turns/curved alignment</li> <li>Potential impact to mature trees along Dixie Rd.</li> <li>Option avoids need for connection at Etobicoke Creek, minimizing potential impact to natural environment during construction.</li> <li>Lower number of significant environmental features</li> <li>Only requires sewer connection at Upper Cooksville (minor impact)</li> <li>Overall moderate potential for environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Potentially more shaft locations required due to turns/curved alignment</li> <li>Potential impact to mature trees along Dixie Rd.</li> <li>Option avoids need for connection at Etobicoke Creek, minimizing potential impact to natural environment during construction.</li> <li>Lower number of significant environmental features</li> <li>Only requires sewer connection at Lower Cooksville (minor impact)</li> <li>Overall moderate potential for environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>Similar tunneling length compared to other options</li> <li>Potentially more shaft locations required due to turns/curved alignment</li> <li>Potential impact to mature trees along Dixie Rd.</li> <li>Option avoids need for connection at Etobicoke Creek, minimizing potential impact to natural environment during construction.</li> <li>Lower number of significant environmental features</li> <li>Only requires sewer connection at Lower Cooksville (minor impact)</li> <li>Overall moderate potential for environmental impact</li> </ul>
	Less Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
<b>Social</b>	<ul style="list-style-type: none"> <li>Industrial land use to the east on Queensway E</li> <li>Less potential for construction impacts on residents (less front facing houses) along Queensway E</li> <li>Wider road right of way on Queensway E with increased separation from resident/businesses</li> <li>Less potential for traffic impacts due to wider road right of way</li> </ul>	<ul style="list-style-type: none"> <li>Industrial land use to the east on Queensway E</li> <li>Less construction impacts on residents (less front facing houses along Queensway E)</li> <li>Wider road right of way on Queensway E with increased separation from resident/businesses</li> <li>Potential impacts on golf course along Dixie Rd</li> <li>Potential traffic impacts on Dixie Rd, small road right of way</li> </ul>	<ul style="list-style-type: none"> <li>Residential land use along North Service Rd</li> <li>More construction impacts on residents (front facing houses along North/South Service Rd)</li> <li>Narrower road right of way on North Service Rd with reduced separation from resident/businesses</li> <li>Potential impacts on golf course along Dixie Rd</li> <li>Potential traffic impact on North Service Rd and Dixie Rd, small road right of way</li> </ul>	<ul style="list-style-type: none"> <li>Residential land use along North Service Rd</li> <li>More construction impacts on residents (front facing houses along North/South Service Rd)</li> <li>Narrower road right of way on North/South Service Rd with reduced separation from resident/businesses</li> <li>Potential impacts on golf course along Dixie Rd</li> <li>Potential traffic impact on Dixie Rd and North/South Service Rd, small road right of way</li> </ul>	<ul style="list-style-type: none"> <li>Residential land use along North Service Rd</li> <li>More construction impacts on residents (front facing houses along North/South Service Rd)</li> <li>Narrower road right of way on North/South Service Rd with reduced separation from resident/businesses</li> <li>Potential impacts on golf course along Dixie Rd</li> <li>Potential traffic impact on Dixie Rd and North Service Rd, small road right of way</li> </ul>	<ul style="list-style-type: none"> <li>Residential land use along North Service Rd</li> <li>More construction impacts on residents (front facing houses along North/South Service Rd)</li> <li>Narrower road right of way on North/South Service Rd with reduced separation from resident/businesses</li> <li>Potential impacts on golf course along Dixie Rd</li> <li>Potential traffic impact on Dixie Rd and North/South Service Rd, small road right of way</li> </ul>
	Most Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Two properties listed on City's Heritage Register adjacent to potential shaft location may require screening</li> </ul>	<ul style="list-style-type: none"> <li>No cultural heritage features identified on or adjacent to site</li> </ul>	<ul style="list-style-type: none"> <li>No cultural heritage features identified on or adjacent to site</li> </ul>	<ul style="list-style-type: none"> <li>No cultural heritage features identified on or adjacent to site</li> </ul>	<ul style="list-style-type: none"> <li>No cultural heritage features identified on or adjacent to site</li> </ul>	<ul style="list-style-type: none"> <li>No cultural heritage features identified on or adjacent to site</li> </ul>
	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
<b>Archaeologica</b>	<ul style="list-style-type: none"> <li>Higher risk of archeological potential at Etobicoke Creek</li> <li>Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential Stage 2 studies required for shaft locations</li> </ul>	<ul style="list-style-type: none"> <li>Potential Stage 2 studies required for shaft locations</li> </ul>
	Less Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred



Alternatives	2. Queensway E			3. North Service Rd		
Alternative Sub-options	2a. Queensway E from Hurontario St to East Trunk	2b. Queensway E from Hurontario St to East Trunk – Dixie Rd	2c. Queensway E from Hurontario St to East Trunk – North Service Rd & Dixie Rd	2d. Queensway from Hurontario St to East Trunk – North/South Service Rd & Dixie Rd	3a. North Service Rd from Lower Cooksville to East Trunk – Dixie Rd	3b. North Service Rd from Lower Cooksville to East Trunk – South Service Rd & Dixie Rd
<b>Financial</b>	<ul style="list-style-type: none"> <li>• More flexibility in shaft site and size resulting in lower construction costs</li> <li>• Less shaft locations required due to straight alignment</li> <li>• Overall moderate construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• More flexibility in shaft site and size resulting in lower construction costs</li> <li>• More shaft locations required due to turns/curved alignment</li> <li>• Overall moderate-high construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• Limited site opportunity resulting in higher construction costs</li> <li>• More shaft locations required due to turns/curved alignment</li> <li>• Overall moderate-high construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• Limited site opportunity resulting in higher construction costs</li> <li>• More shaft locations required due to turns/curved alignment</li> <li>• Overall moderate-high construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• Limited site opportunity resulting in higher construction costs</li> <li>• More shaft locations required due to turns/curved alignment</li> <li>• Overall moderate-high construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• Limited site opportunity resulting in higher construction costs</li> <li>• More shaft locations required due to turns/curved alignment</li> <li>• Overall moderate-high construction costs</li> </ul>
	Most Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred
<b>Legal / Jurisdictional</b>	<ul style="list-style-type: none"> <li>• More potential shaft locations located on City/Region land along Queensway E</li> <li>• May require coordination with utilities including Hydro One and Enbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Increased jurisdictional needs at the Lakeview or City of Toronto Golf Clubs for connection to East Trunk sewer along Dixie Rd.</li> <li>• May require coordination with utilities including Hydro One and Enbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Increased jurisdictional needs along North Service Rd (MTO) and at the Lakeview or City of Toronto Golf Clubs for connection to East Trunk sewer along Dixie Rd.</li> <li>• QEW set back constraints</li> <li>• Less potential shaft location located on City/Region land along North Service Rd, easements potentially required for private lands</li> <li>• May require coordination with utilities including Enbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Increased jurisdictional needs along North/South Service Rd (MTO) and at the Lakeview or City of Toronto Golf Clubs for connection to East Trunk sewer along Dixie Rd.</li> <li>• QEW set back constraints</li> <li>• Less potential shaft location located on City/Region land along North Service Rd, easements potentially required for private lands</li> <li>• May require coordination with utilities including Enbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Increased jurisdictional needs along North Service Rd (MTO) and at the Lakeview or City of Toronto Golf Clubs for connection to East Trunk sewer along Dixie Rd.</li> <li>• QEW set back constraints</li> <li>• Less potential shaft location located on City/Region land along North Service Rd, easements potentially required for private lands</li> <li>• May require coordination with utilities including Enbridge</li> </ul>	<ul style="list-style-type: none"> <li>• Increased jurisdictional needs along North/South Service Rd (MTO) and at the Lakeview or City of Toronto Golf Clubs for connection to East Trunk sewer along Dixie Rd.</li> <li>• QEW set back constraints</li> <li>• Less potential shaft location located on City/Region land along North Service Rd, easements potentially required for private lands</li> <li>• May require coordination with utilities including Enbridge</li> </ul>
	Most Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred
<b>Overall Score</b>	Most Preferred	Less Preferred	Least Preferred	Least Preferred	Least Preferred	Least Preferred