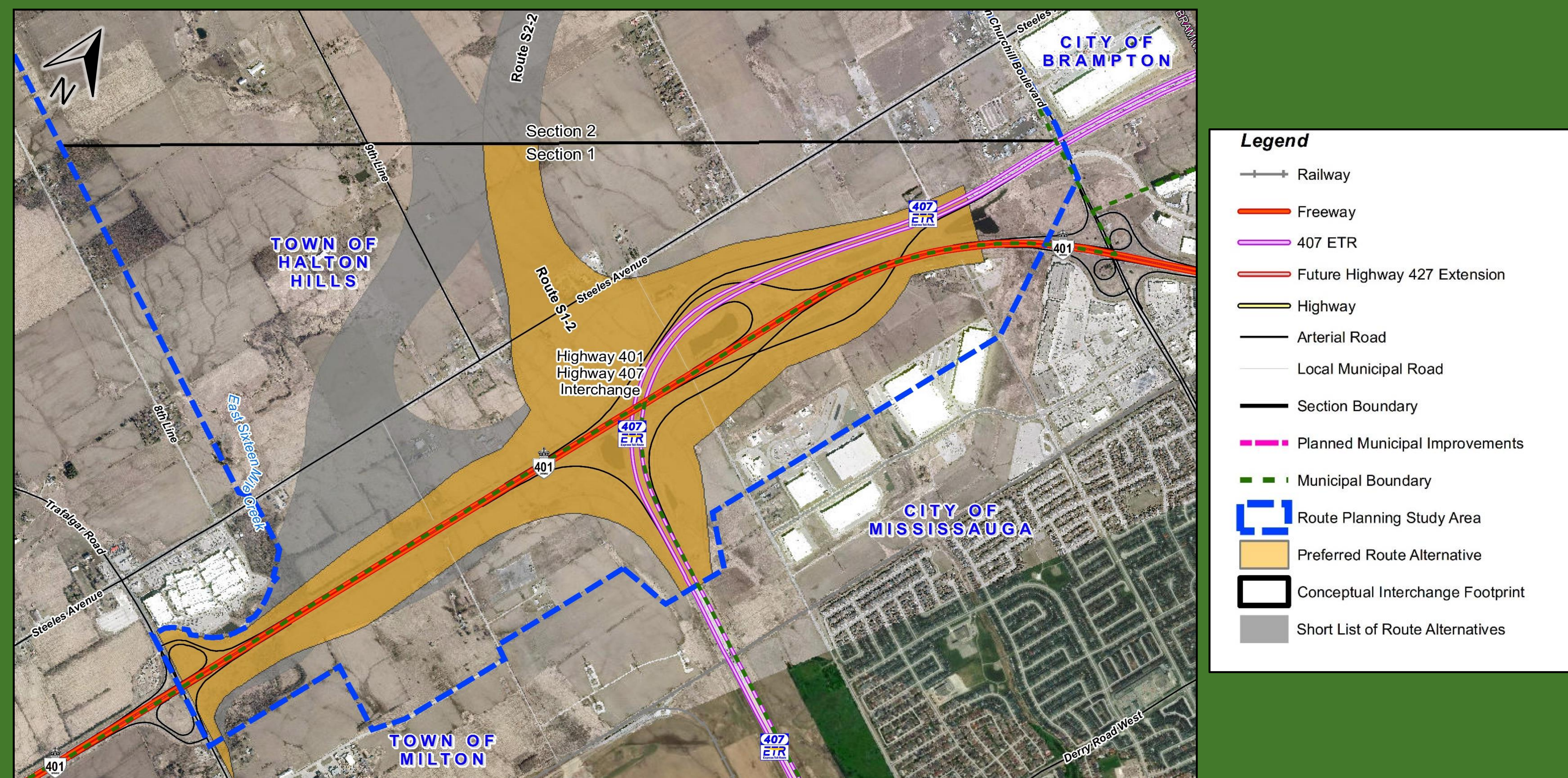
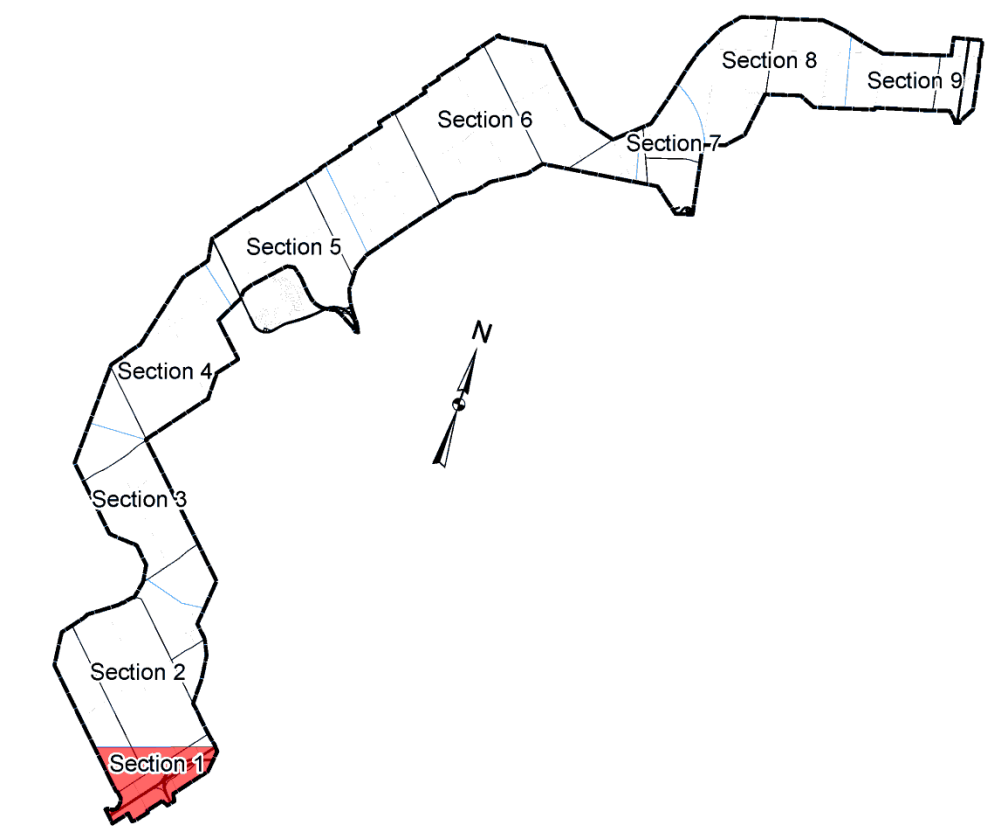


Section 1 Preferred Alternative: S1-2

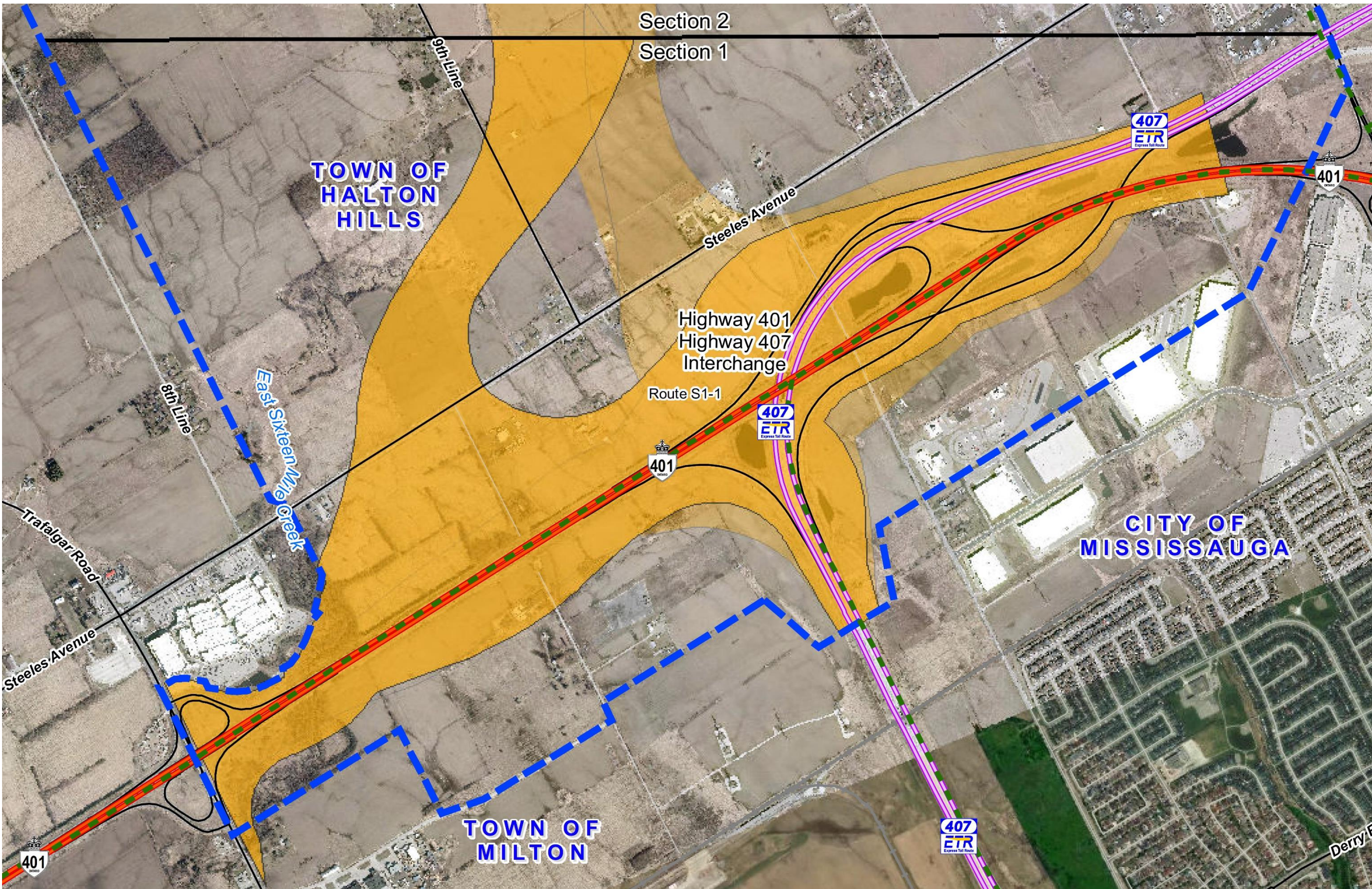
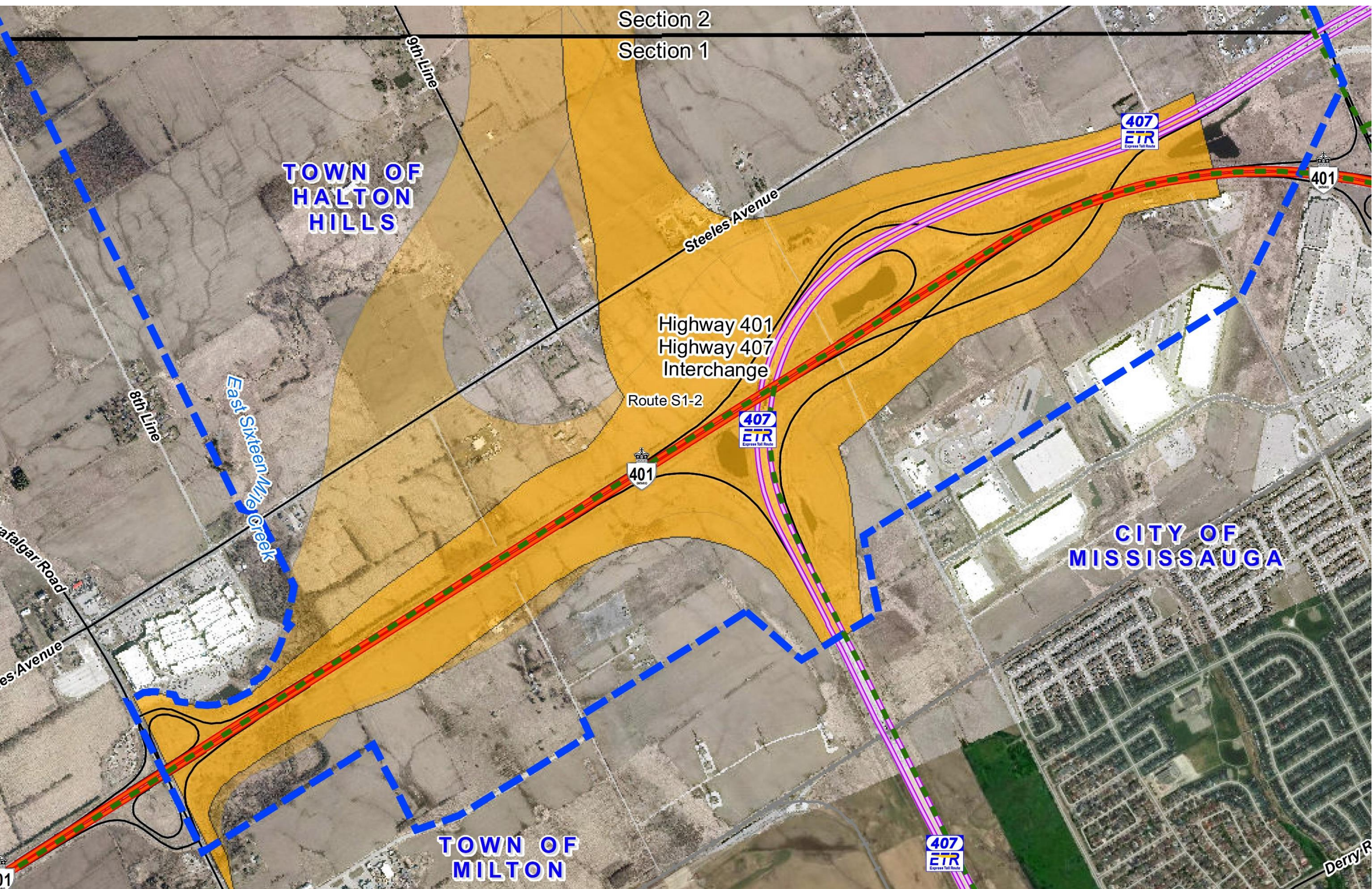


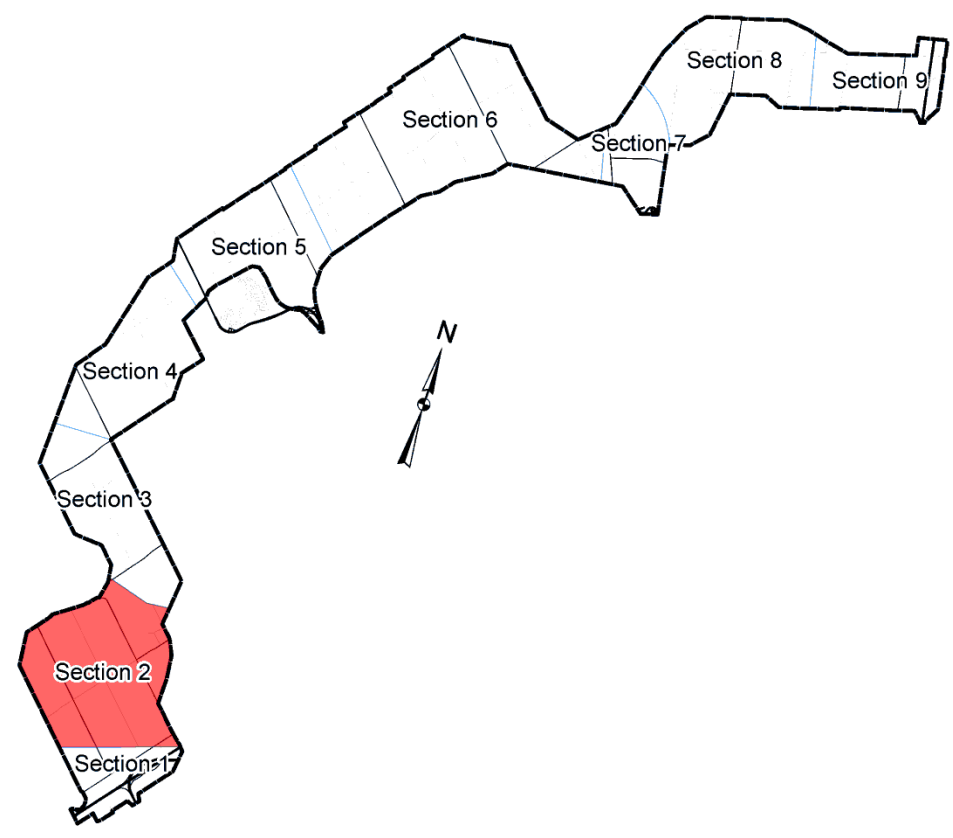
Alternative S1-2 is preferred from a Natural Environment, Land Use, Socio-Economic Environment and Transportation perspective:

- Significantly smaller footprint resulting in less impacts to the natural environment and other surrounding land uses (particularly designated future employment and existing residential lands)
- Further from East Sixteen Mile Creek and the existing rural residences on 9th Line
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less runoff from impervious surfaces)
- Provides access between GTA West and Trafalgar Road, providing good access to the designated future employment lands, which is precluded with Alternative S1-1
- Supports the efficient movement of people and goods, and network connectivity
- Higher construction cost of Alternative S1-2 is offset by the anticipated increase in property cost associated with acquiring designated future employment area lands in Alternative S1-1 (anticipated to be a premium cost per acre)

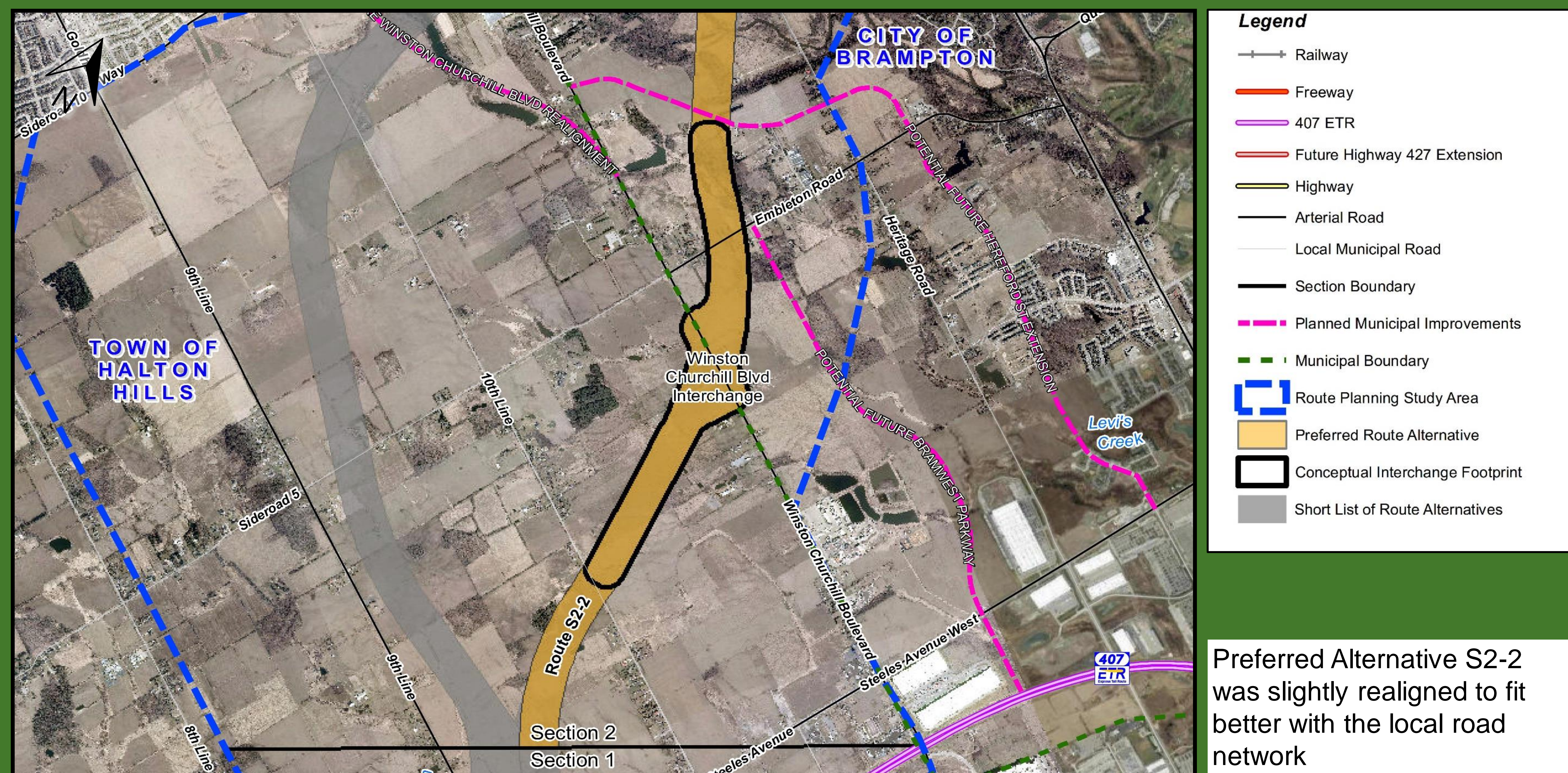


Section 1 Assessment and Evaluation

Alternative	Assessment
<div>S1-1</div> 	<div>Natural Environment</div> <ul style="list-style-type: none"> High impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas In terms of air quality, the nearest residences are setback from the corridor. <div>Land Use / Socio-Economic Environment</div> <ul style="list-style-type: none"> Larger footprint results in more land use impacts, particularly to agricultural lands, employment lands and residential lands Impacts existing businesses, but there is an opportunity to avoid some impacts through design refinements No recreational area impacts <div>Cultural Environment</div> <ul style="list-style-type: none"> No distinct difference between alternatives <div>Transportation</div> <ul style="list-style-type: none"> Does not provide access to future employment lands via Trafalgar Road Lower construction cost
<div>S1-2</div>  <div>Preferred Alternative</div>	<div>Natural Environment</div> <ul style="list-style-type: none"> Low to moderate impacts to the natural environment In terms of air quality, the nearest residences are setback from the corridor and the shorter route reduces regional emissions <div>Land Use / Socio-Economic Environment</div> <ul style="list-style-type: none"> Smaller footprint results in less impacts to employment lands, residential lands, and agricultural lands Impacts existing businesses and their associated buildings. Opportunity to avoid a recreational area impact through design refinements <div>Cultural Environment</div> <ul style="list-style-type: none"> No distinct difference between alternatives <div>Transportation</div> <ul style="list-style-type: none"> Provides access to Trafalgar Road and good exposure to future employment lands Construction costs are higher but there are less property requirements

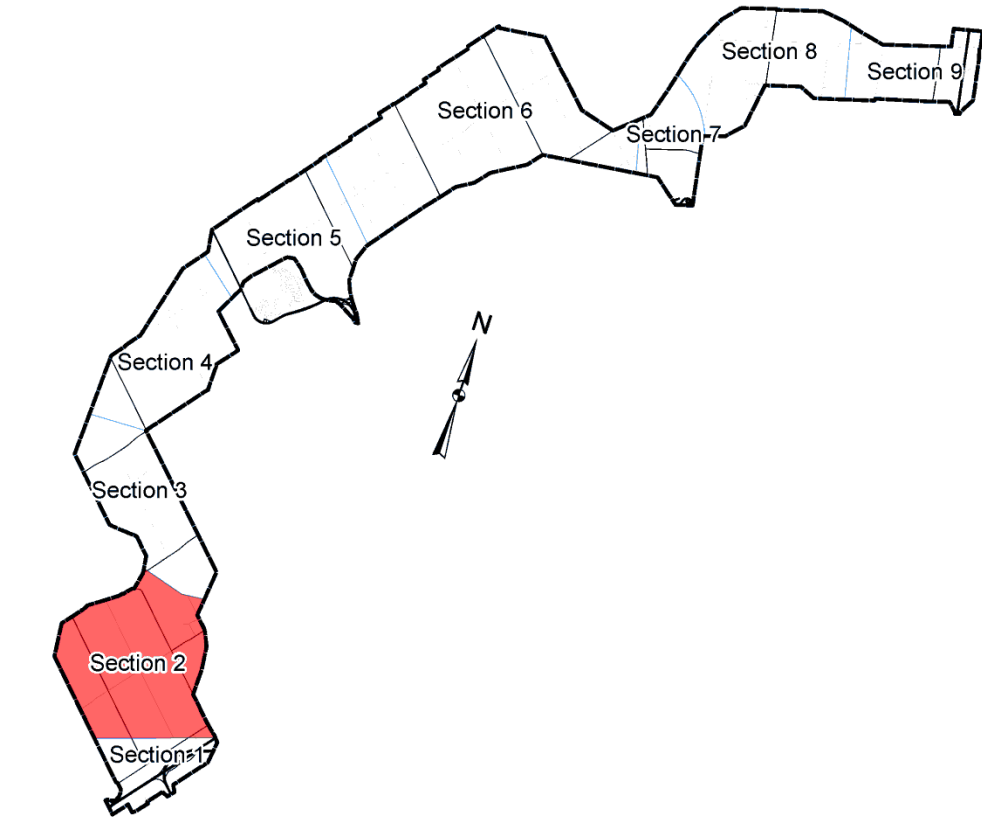


Section 2 Preferred Alternative: S2-2

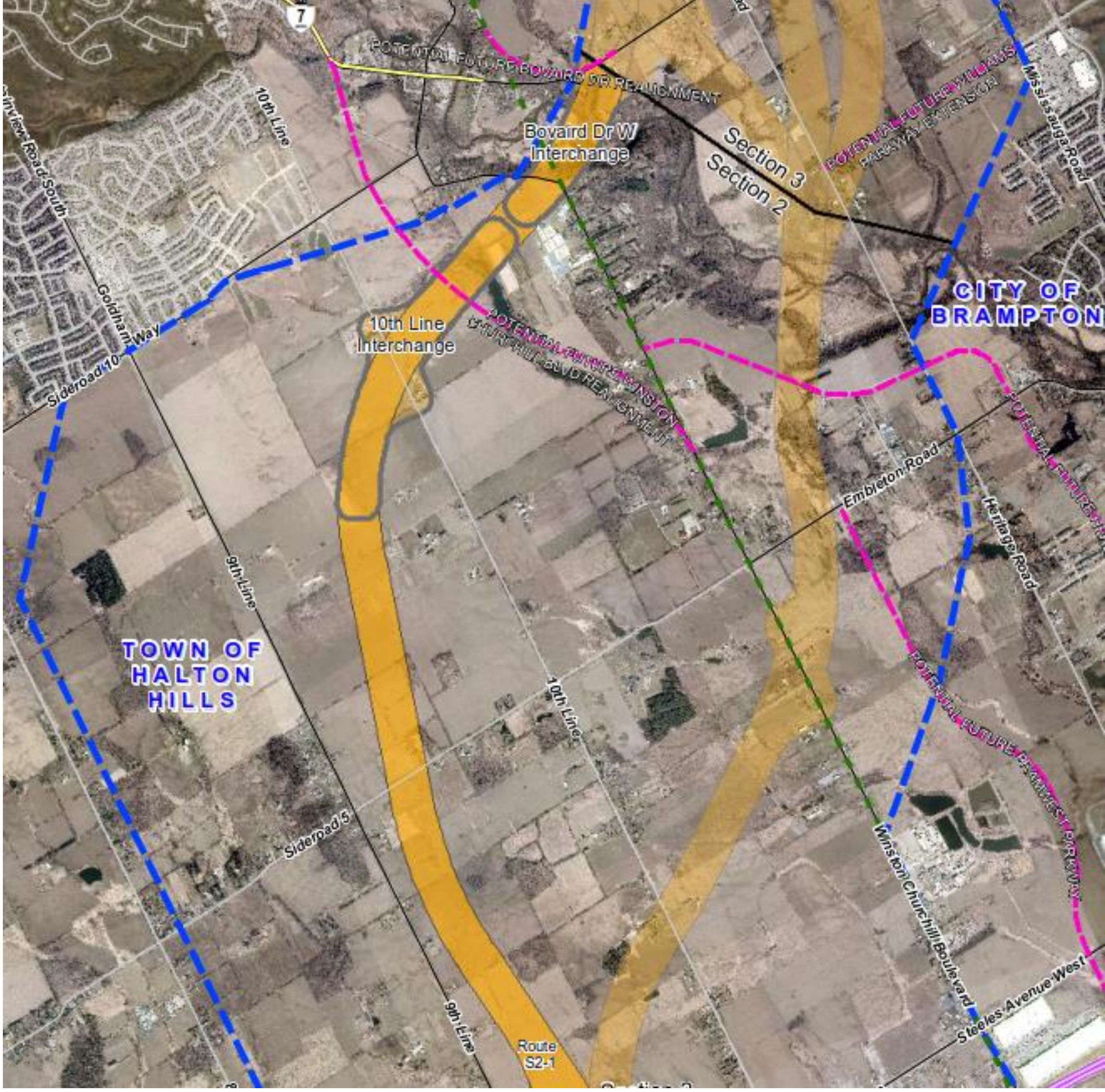



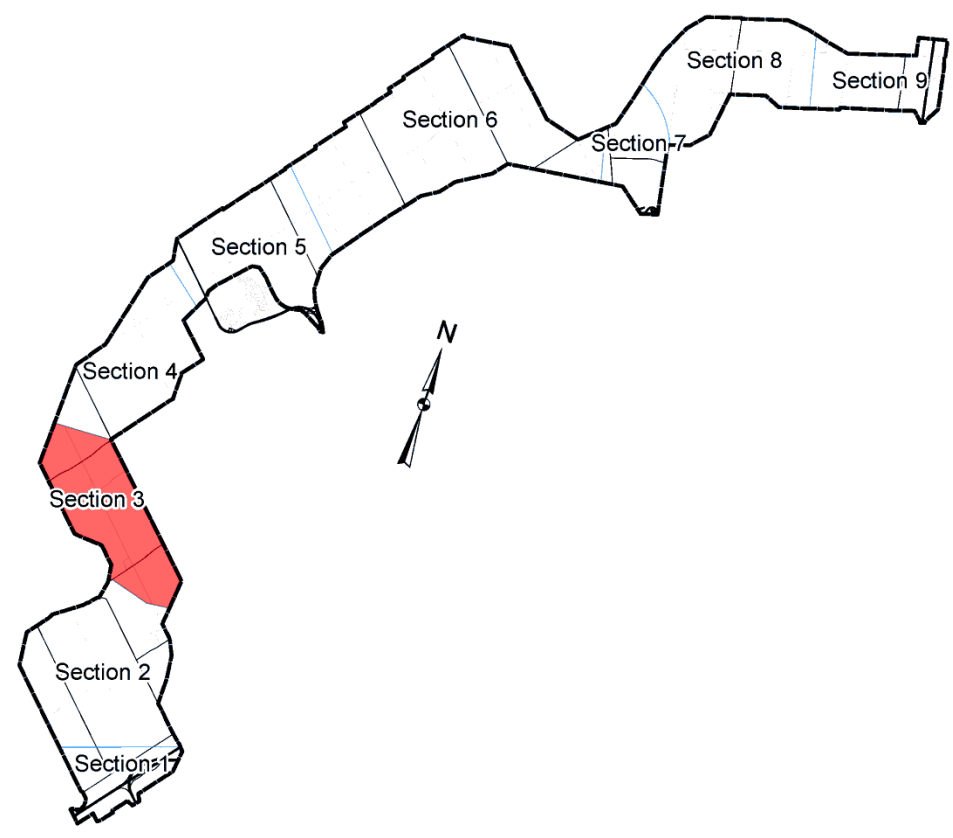
Alternative S2-2 is preferred from a Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation perspective:

- Provides the best crossing of the Credit River – the crossing is easier to build (straighter), has a shorter span, and is less expensive
- Lower impacts to fish and fish habitat, including aquatic Species At Risk and salmonid spawning/rearing habitat. Crosses fewer permanent watercourses and has fewer watershed impacts
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less impervious areas, and less runoff)
- Impacts less agricultural lands and livestock / high investment operations
- Further east from the Village of Norval and avoids segregating that broader community
- Provides convenient and improved access to Brampton and Georgetown, does not preclude a future Norval Bypass or connection to the proposed BramWest Parkway, aligns more closely with municipal transportation strategies for Halton Hills and Brampton, and better supports proposed employment lands
- Most constructible and has the lowest construction cost and best traffic operations

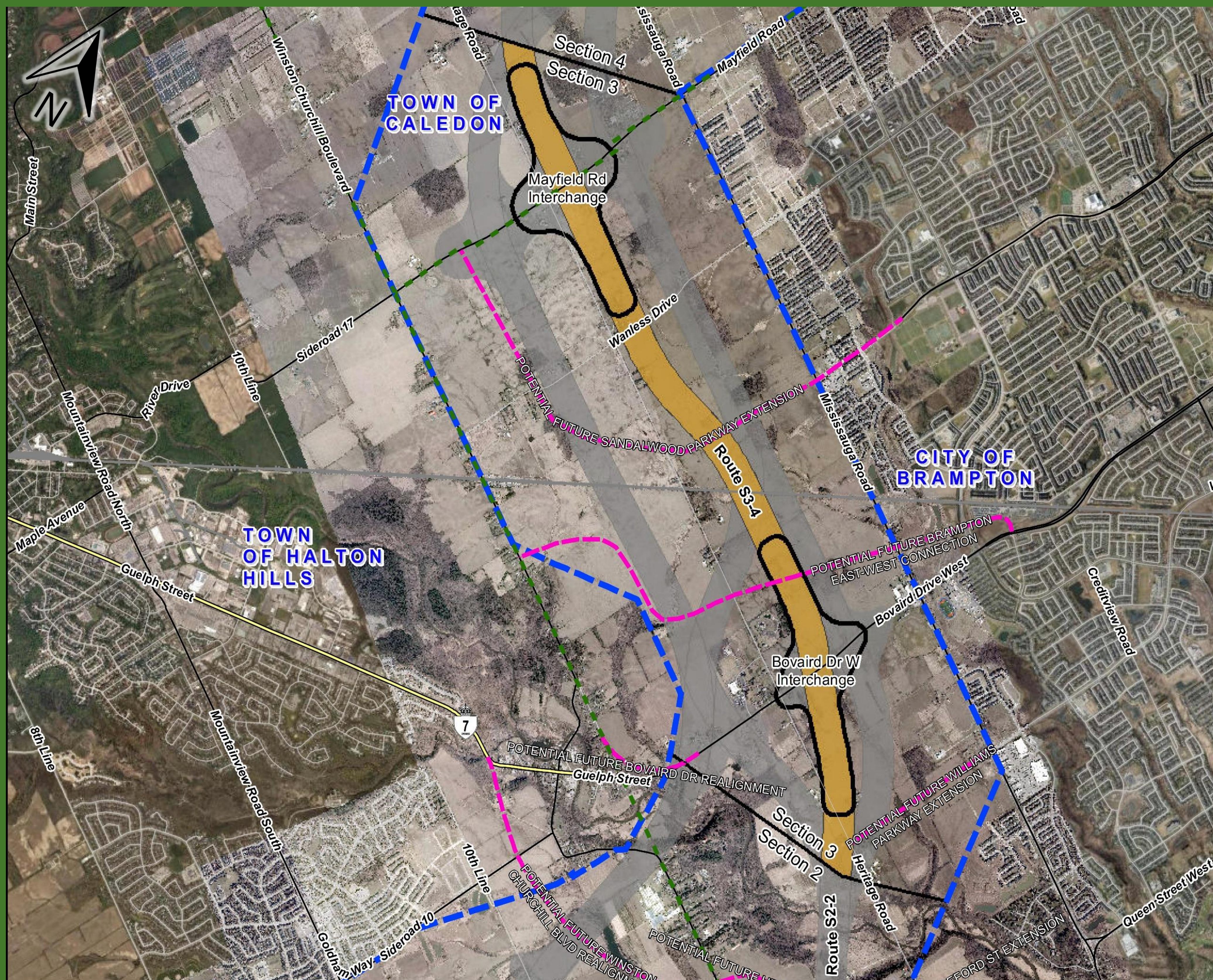


Section 2 Assessment and Evaluation

Alternative	Assessment
<div>S2-1</div> 	<div>Natural Environment</div> <ul style="list-style-type: none"> High impacts to fish and fish habitat, particularly to Redside Dace habitat (Species at Risk) and salmonid spawning/rearing habitat Moderate impacts to wildlife and wildlife habitat, wetlands, vegetation Less impacts to wells but greater impacts to surface water Similar impacts in terms of air quality <div>Land Use / Socio-Economic Environment</div> <ul style="list-style-type: none"> Impacts the fewest residences and commercial / industrial properties Results in high impacts to agriculture, including a greater loss of Class 1-3 lands, cropland, livestock operations, agricultural buildings and high investment operations Results in moderate impacts to contaminated properties Does not provide access to employment lands <div>Cultural Environment</div> <ul style="list-style-type: none"> Impacts more built heritage resources <div>Transportation</div> <ul style="list-style-type: none"> Has the highest construction costs Credit River crossing is complex to construct, with steep slopes and a wider valley crossing than S2-2
<div>S2-2</div>  <div>Preferred Alternative</div>	<div>Natural Environment</div> <ul style="list-style-type: none"> Low to moderate impacts to fish and fish habitat, including no impacts to salmonid spawning/rearing habitat Higher impacts to wildlife and wildlife habitat, and woodlands and vegetation, with lower impacts to designated areas Greater impacts to wells, but fewer surface water impacts Similar impacts in terms of air quality, but shorter route reduces regional emissions <div>Land Use / Socio-Economic Environment</div> <ul style="list-style-type: none"> Impacts the most residences and commercial / industrial properties Impacts less Class 1-3 lands and cropland, and the fewest livestock operations, agricultural buildings and high investment operations Provides access to employment lands Higher impacts to contaminated properties <div>Cultural Environment</div> <ul style="list-style-type: none"> Impacts less built heritage resources <div>Transportation</div> <ul style="list-style-type: none"> Provides connection to Brampton and Georgetown with the realignment of Winston Churchill Boulevard (municipal initiative), is more consistent with the north-south HPBATS connection and better supports proposed employment lands Winston Churchill interchange provides improved access to urban growth areas Costs less and is easier to construct

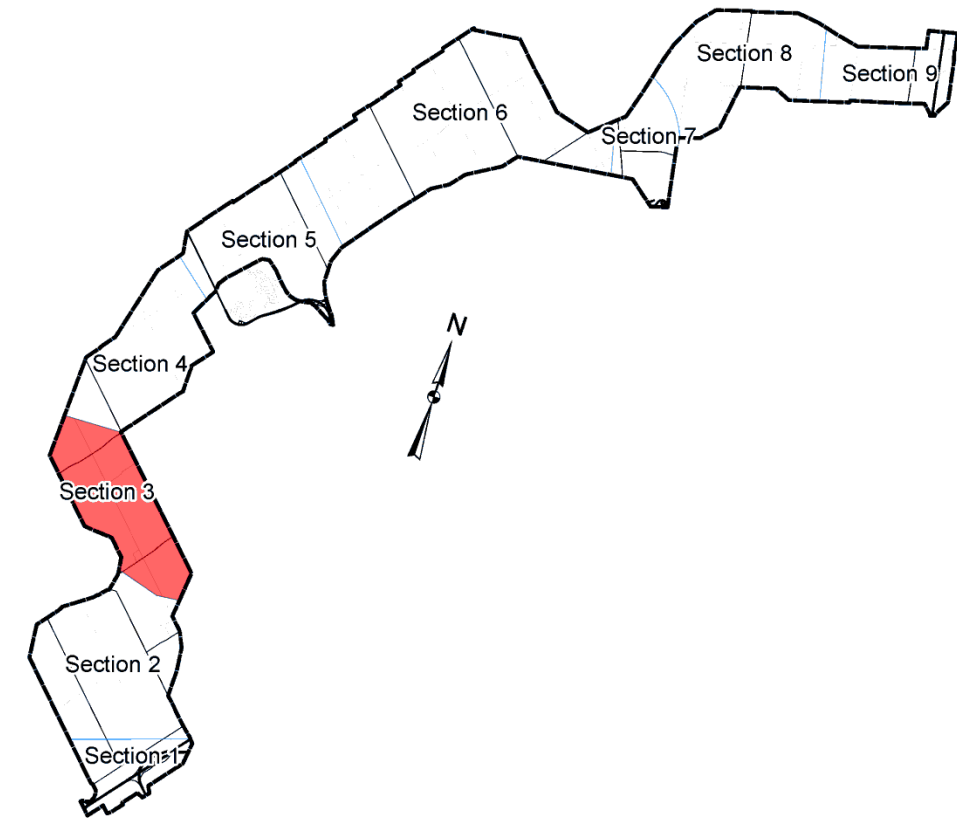


Section 3 Preferred Alternative: S3-4



Alternative S3-4 is preferred from a Transportation perspective:

- Preferred from a terrestrial environment perspective – minimizes wildlife habitat, wetland, and woodland community removal
- Avoids impacts to designated natural areas, including Greenbelt lands
- Connects well to the preferred crossing of the Credit River in Section 2
- Minimizes significant impacts to existing institutional facilities.
- Opportunities to avoid/minimize impacts to proposed Catholic Cemetery may be possible through design refinements
- Generally aligns with future land uses
- Considered the most constructible
- Provides the best opportunity for an interchange at Bovaird Drive
- Supports traffic safety and operations



Section 3 Assessment and Evaluation

Alternative	Assessment
<div>S3-1</div> <div></div>	<p>Natural Environment</p> <ul style="list-style-type: none">Lowest impacts to fish and fish habitatLow to moderate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas <p>Land Use / Socio-Economic Environment</p> <ul style="list-style-type: none">Low impacts to the Brampton Wilderness Centre but significant impacts to Sant Nirankari MissionLeast preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildingsImpacts the least number of residences and commercial / industrial properties but high impacts to contaminated properties <p>Cultural Environment</p> <ul style="list-style-type: none">Low to high impact to built heritage and archaeological resources, no impact to cultural heritage landscapes <p>Transportation</p> <ul style="list-style-type: none">Challenges integrating and constructing the proposed interchanges at Bovaird Drive and Mayfield RoadDoes not connect with the preferred Credit River crossing in Section 2
<div>S3-2</div> <div></div>	<p>Natural Environment</p> <ul style="list-style-type: none">Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk)Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation <p>Land Use / Socio-Economic Environment</p> <ul style="list-style-type: none">Low impacts to the Brampton Wilderness Centre but significant impacts to the Assembly Hall of Jehovah's Witnesses, Sant Nirankari Mission and the proposed Catholic cemetery. Design refinements would not eliminate impact to proposed Catholic cemeteryHigh impacts to contaminated properties <p>Cultural Environment</p> <ul style="list-style-type: none">Low to high impacts to built heritage and archaeological resources, no impact to cultural heritage landscapes <p>Transportation</p> <ul style="list-style-type: none">Challenges integrating and constructing the proposed interchange at Bovaird DriveDoes not connect with the preferred Credit River crossing in Section 2
<div>S3-3</div> <div></div>	<p>Natural Environment</p> <ul style="list-style-type: none">Low impacts to fish and fish habitatModerate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas <p>Land Use / Socio-Economic Environment</p> <ul style="list-style-type: none">Significant Impacts to the Brampton Wilderness Centre and moderate impacts to the Assembly Hall of Jehovah's WitnessesLeast preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildingsImpacts the least number of residences with moderate impacts to contaminated properties <p>Cultural Environment</p> <ul style="list-style-type: none">High impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources <p>Transportation</p> <ul style="list-style-type: none">Challenges integrating and constructing the proposed interchange at Bovaird Drive
<div>S3-4</div> <div><div>Preferred Alternative</div><div></div></div>	<p>Natural Environment</p> <ul style="list-style-type: none">Moderate impacts to fish and fish habitat, as features contribute to Redside Dace habitat (Species at Risk) downstreamLowest impacts overall to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas <p>Land Use / Socio-Economic Environment</p> <ul style="list-style-type: none">No impacts to the Brampton Wilderness Centre property, and minor edge impacts to St. Elias Catholic ChurchImpacts a proposed Catholic Cemetery. Opportunities to avoid/minimize impacts may be possible through design refinementsModerate impacts to agricultureImpacts the most residences but the lowest overall hectares of land <p>Cultural Environment</p> <ul style="list-style-type: none">Moderate to high impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources <p>Transportation</p> <ul style="list-style-type: none">High system performance during peak periods. More costly but considered the most constructible
<div>S3-5</div> <div></div>	<p>Natural Environment</p> <ul style="list-style-type: none">Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk)Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation <p>Land Use / Socio-Economic Environment</p> <ul style="list-style-type: none">No impacts to the Brampton Wilderness Centre. Impacts the smallest portion of the proposed Catholic Cemetery, however design refinements would not eliminate this impactMost preferred from an agricultural perspective. Avoids specialty crop lands, livestock operations and high investment operations <p>Cultural Environment</p> <ul style="list-style-type: none">Low to moderate impact to built heritage and archaeological resources, no impact to cultural heritage landscapes <p>Transportation</p> <ul style="list-style-type: none">High system performance during peak periods.More costly and results in significant constructability challenges and costs related to impacts to the TransCanada pipeline