

Criteria	Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
<b>Transportation</b>			
Improves traffic operations		• No change to traffic operations	• Acceptable traffic operations
Improves traffic safety		• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds
Encourages some trucks to use other truck routes		• No change to truck traffic	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
Improves road geometrics		• No change to road alignment	• No change to road alignment
Conforms to transportation planning policies and plans		• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans
Maintains emergency response time		• No change to emergency response time	• Two-way roads without median provide sufficient space for emergency vehicles • Design will accommodate emergency vehicles
<b>Natural Environment</b>			
Complies with Provincial environmental planning policies		• Located within Oak Ridges Moraine (Castleberg Side Road / Boston Mills Road to Huntsmill Drive)	• Consistent with Oak Ridges Moraine Plan
		• Located within Greenbelt Plan Area (Castleberg Side Road / Boston Mills Road to Huntsmill Drive)	• Consistent with Greenbelt Plan
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat		• No change to natural heritage features and wildlife and wildlife habitat	• Encroaches into minimum protection zones for locally significant wetlands and rare vegetation community. Unevaluated wetland community at Olde Base Line Road may experience direct loss • Minor extensions to culverts at watercourse crossings • No impacts anticipated to species at risk and their habitat
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat		• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Does not increase potential for vehicle-wildlife conflicts
Maintains or reduces risk for natural hazards		• No opportunity to reduce risk for natural hazards	• Negligible change to impervious area, which contributes to stormwater runoff • No change to treatment (existing ditches) for stormwater runoff • Sediment and erosion control plan will be applied during construction
Protects sources of drinking water		• Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas
Provides opportunity to adapt to or mitigate the effects of climate change		• No opportunity to adapt to or mitigate the effects of climate change	• Low opportunity for low impact development in rural area • No significant impact on greenhouse gas emissions anticipated
<b>Healthy Communities</b>			
Provides for active transportation		• No active transportation facilities	• Paved shoulders to accommodate pedestrians and cyclists
Reduces risk of chronic conditions through active transportation		• No opportunity to promote healthy (active) environments	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban) • No separation between pedestrians and cyclists • Buffer (separation) between pedestrians and roadway; Rumble strips deter vehicles from crossing over to shoulder • Paved shoulders improve surface accessibility compared to granular shoulders • Increased access to destinations within Study corridor by active means • No reduction in design speed within rural area • Limited potential for tree planting in rural cross-section
Supports age friendly and accessible living		• No opportunity to support age friendly and accessible living	• Paved shoulders may not be comfortable for all pedestrians and cyclists
Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution		• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by an Emissions Management Plan
Avoids or reduces noise impacts		• Avoids noise impacts	• Future sound levels are predicted to exceed threshold (60 dBA) in some areas of sensitive receptors • Noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice
<b>Social, Cultural and Economic Environment</b>			
Conforms to Municipal planning policies and community plans		• Does not fully conform with Region of Peel and Town of Caledon Official Plans and Growth Management Policies	• Conforms with Region of Peel and Town of Caledon Official Plans and Growth Management Policies
Compatible with existing and planned future land uses		• No impact to existing and planned future land uses	• Rural cross-sections are generally upgraded to urban within settlement areas, however the settlement area of Mono Road is outside the development area and will remain within a rural area
Avoids or reduces property impacts (including cultural heritage and local economic impacts)		• Avoids property impacts • Avoids negative impacts on cultural heritage features	• No impacts to property, buildings/structures and property access outside intersection improvements • Adjacent to approximately 22 cultural heritage resources between King Street and Olde Base Line Road and Leamster Trail and Huntsmill Drive (2 designated under Ontario Heritage Act) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way
		• No opportunity to improve local economic sustainability	• No impact on customer access to businesses • No impact on public and customer parking • No grading impact on farm land/entrances • Sufficient pavement width for farm vehicles and commercial trucks
Supports goods movement		• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor • Design will accommodate transport trucks
Reduces complexity of construction		• No construction cost • No change to operations and maintenance cost	• Low cost to construct • Similar ongoing cost to operate and maintain as do nothing

Promotes Healthy, Age-Friendly and Accessible Environments

Detailed Evaluation of Alternative Design Concepts  
 Rural Area from North of King Street to Olde Base Line Road and  
 from Leamster Trail to Huntsmill Drive

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		<ul style="list-style-type: none"> <li>• No conflict with utility and municipal infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• No utility and municipal infrastructure impacts</li> </ul>
		<ul style="list-style-type: none"> <li>• No construction staging</li> </ul>	<ul style="list-style-type: none"> <li>• Minor temporary traffic impact due to construction staging</li> </ul>
<b>Evaluation</b>		Not Carried Forward	Preferred
<b>Summary</b>		Does not address problem and opportunity	Will address problem and opportunity