

APPENDIX I
Multi-Discipline Evaluation of Alternatives

Appendix I – Evaluation of Alternative Solutions at Screenline Level

This evaluation was a desktop exercise based on available documentation and mapping. Upon commencement of the next phases of the Class EA, the alternatives will undergo a more rigorous environmental assessment including field reviews and more detailed consultation with Conservation Halton and other agencies.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
Criteria	Indicators	Alternative 1 – Through Acton Alternative - Widening of Hwy 7/ Queen St. E. / Young St. / Mill St. E. / Main St. N. / Guelph St. to 4 Lanes Through Acton	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7
Natural Environment			
Potential for impact on terrestrial features	<i>Extent of sensitive land removed or disrupted</i>	Ranked 1 st – Minimal effects on terrestrial features and no terrestrial SAR have been documented in the area. Overall effects are expected to be minor.	Ranked 2 nd – Crosses large woodlots. No ESAs would be affected and no terrestrial SAR are documented in the area.
Potential for impact on aquatic features	<i>Number and significance of watercourse crossings, intrusions on PSW and documented SAR</i>	Ranked 1 st – Approximately 1 cold water and 2 unclassified watercourses would be crossed. No aquatic SAR are documented in the area.	Ranked 2 nd – Depending on alignment, approximately 2 cold water and 1 cool water watercourses would be crossed as well as several identified PSWs. No aquatic SAR are documented in the area.
Potential impact on the Natural Heritage System	<i>Proximity to and number of crossings of the Natural Heritage System</i>	Ranked 1 st – Adjacent to small areas of the Greenbelt NHS identified as key features.	Ranked 2 nd – Crosses the Greenbelt and Regional NHS including key features and enhancement areas, linkages and buffers.
Overall Natural Environment Ranking		Ranked 1st	Ranked 2nd

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
Criteria	Indicators	Alternative 1 – Through Acton Alternative - Widening of Hwy 7/ Queen St. E. / Young St. / Mill St. E. / Main St. N. / Guelph St. to 4 Lanes Through Acton	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7
Socio-Economic Environment			
Potential for impact on residents	<i>Number and character of residential properties that may experience displacement or disruption effects</i>	Ranked 2 nd – Numerous residents in Acton would be affected by the widened road through the community.	Ranked 1 st – Greenfield alignment in a rural area would result in fewer expected impacts on residents.
Potential for impact on businesses	<i>Number and character of businesses that may experience displacement or disruptions effects</i>	Ranked 2 nd – Businesses along Queen St (east of downtown) and Main Street (west of downtown) would experience substantial disruptions and possible buyout due to road widening. Businesses on Young St./Mill St. E. may be affected by less traffic passing their store fronts though a safer pedestrian environment may counteract this effect.	Ranked 1 st – No downtown businesses would be directly affected by the physical improvements however all downtown businesses may be affected by reduced traffic passing their store fronts though a safer pedestrian environment may counteract this effect.
Potential for impact on farming community	<i>Number and character of agricultural operations that may experience displacement or disruptions effects</i>	Ranked 1 st – Few agricultural operations would be affected by the improvements.	Ranked 2 nd – New Highway would cut diagonally and linearly through several agricultural fields affecting operations and possibly requiring the removal of some structures.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
Criteria	Indicators	Alternative 1 – Through Acton Alternative - Widening of Hwy 7/ Queen St. E. / Young St. / Mill St. E. / Main St. N. / Guelph St. to 4 Lanes Through Acton	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7
Potential for impact to community features	<i>Number and character of features such as schools, institutions and parkland that may experience displacement or disruption effects</i>	Ranked 2 nd – Several community features could be impacted including the Memory Garden, Knox Presbyterian Church, parkette and mural at the N-E corner of Main St. and Mill St., Trinity United Church, and Acton Baptist Church.	Ranked 1 st – No community features are expected to be impacted.
Changes to community character	<i>Potential for maintaining integrated communities, including hamlets, villages and rural clusters.</i>	Ranked 2 nd – Widening of Young St. in downtown Acton would require displacement of some buildings and affect the current character of the community. Large trucks would continue to use Main Street and Guelph Street in town and the wider road would create a physical and psychological barrier through the urban area.	Ranked 1 st – No hamlets, villages or rural clusters are expected to be negatively affected by the improvements. A new Highway across the rural/agricultural landscape would affect the character of the area. Truck traffic in downtown Acton would be reduced.
Potential for impact on mineral resource areas	<i>Presence of mineral resource and mineral extraction areas</i>	Ranked 1 st – Local Official Plan identifies a small area of Secondary Sand and Gravel adjacent to existing roadways that may be affected through roadway widening.	Ranked 2 nd – Local Official Plan identifies Secondary Sand and Gravel Resource Areas and Selected Bedrock Resource Areas would be crossed.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
Criteria	Indicators	Alternative 1 – Through Acton Alternative - Widening of Hwy 7/ Queen St. E. / Young St. / Mill St. E. / Main St. N. / Guelph St. to 4 Lanes Through Acton	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7
Potential for impact on planned land use	<i>Conformity with the Regional and Municipal Official Plans</i>	Ranked 2 nd – Crosses small portions of the Greenbelt Plan Area Protected Countryside but the majority of the improvement would be within the Acton Urban Area including a Corridor Commercial Area, General Employment Area and the Downtown Area (subareas include: Downtown Core; Downtown Complementary; and Tourist Commercial). A widened road in the Downtown Area would significantly detract from the pedestrian-focussed vision for the area.	Ranked 1 st – Crosses Greenbelt Plan Area (Protected Countryside) and the Niagara Escarpment Plan Area. Provides improved access to designated employment area to north of Acton.
Overall Socio-Economic Environment Ranking		Ranked 2nd	Ranked 1st
Cultural and Heritage Environment			
Potential for impacts on heritage features and cultural landscapes	<i>Number and significance of designated or listed built heritage features that may experience displacement or disruption effects</i>	Ranked 2nd – Two listed properties may experience displacement or disruption: 40 Mill St. E. (Acton YMCA); and 2 Mill St. E.	Ranked 1st – No designated or listed heritage features are expected to experience displacement or disruption.

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Transportation Services			
Change in level of transportation service	<i>Composite road volume to capacity ratios at screenlines</i>	Ranked Equally - Screenline capacity issue would be addressed.	Ranked Equally – Screenline capacity issues would be addressed.
Potential to support active transportation and carpooling	<i>Potential to accommodate and connect infrastructure for active transportation and carpooling</i>	Ranked 2 nd – Less opportunities to support active transportation and carpooling and less space within ROW for other modes of transportation.	Ranked 1 st – Can accommodate active transportation and carpooling. Potential to connect into Tanners Drive Woodlot trail.
Potential to support transit	<i>Potential to link/support transit hubs and accommodate transit infrastructure</i>	Ranked 1 st – Provides two lane corridor with potential connections to a future Acton GO Station and greatest ability to service existing residential and employment areas	Ranked 2 nd – Provides less arterial service to planned residential and employment area within Acton. Does not directly connect to a potential GO Station.
Efficiency of infrastructure	<i>Relevance to adjacent proposed alternatives Whether new corridor / ROW is required</i>	Ranked 1 st – Existing infrastructure will be widened.	Ranked 2 nd – New corridor will be required and no existing infrastructure will be used.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
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Potential for efficient agriculture related transportation	<i>Potential for agriculture-related transportation to conflict with other transportation</i>	Ranked 1 st – Wider roadway through built up area will keep non-agricultural traffic off rural sideroads.	Ranked 2 nd - 4-lane roadway across several agricultural operations may result in increased conflict.
Potential for efficient goods movement related transportation	<i>Potential for non-agriculture-related goods transportation to conflict with other transportation</i>	Ranked 2 nd – High potential for goods vehicles to conflict with other transportation	Ranked 1 st – Low potential for goods vehicles to conflict with other transportation
Overall Transportation Services Ranking		Ranked 1st	Ranked 2nd
Cost			
Estimated capital costs	<i>Estimated capital cost and timing of expenditures</i>	Ranked 1st – Approximate cost is \$32 Million (includes estimated property costs)	Ranked 2nd – Approximate cost is \$55 Million (includes estimated property costs)

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 1 and Alternative 2			
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Overall Ranking		Ranked 2nd - <i>Although this alternative is preferred for three of the five criteria, the impact this alternative would have from a socio-economic and cultural perspective by disrupting the historic town centre far exceeds any benefits it may have from a natural environment, transportation services and cost perspective. It is therefore ranked 2nd in a pair-wise comparison with Alternative 2.</i>	Ranked 1st - <i>Although this alternative is less preferred for three of the five criteria, it is far more preferred from a socio-economic and cultural perspective in that it avoids disruption of the historic town centre. Therefore, this Alternative is carried forward for a pair-wise comparison with Alternative 3.</i>

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 2 and Alternative 3			
Criteria	Indicators	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7	Alternative 3 – South Action Alternative - New 4-Lane Hwy Diverting South from 4th Line to Dublin Line and Widening Dublin Line to 4 Lanes to Hwy 7.
Natural Environment			
Potential for impact on terrestrial features	<i>Extent of sensitive land removed or disrupted</i>	Ranked 1 st – Crosses large woodlots. No ESAs would be affected and no terrestrial SAR are documented in the area.	Ranked 2 nd – Crosses large woodlots and 2 ESAs (#27 Fairy Lake Marsh and # 47 Black Creek at Acton). One terrestrial species of special concern has been documented in the area.
Potential for impact on aquatic features	<i>Number and significance of watercourse crossings, intrusions on PSW and documented SAR</i>	Ranked 2 nd – Depending on alignment, approximately 2 cold water and 1 cool water watercourses would be crossed as well as several identified PSWs. No aquatic SAR are documented in the area.	Ranked 1 st – Approximately 1 cold water and 2 unclassified watercourses are crossed as well as two large PSWs. No aquatic SAR are documented in the area.
Potential impact on the Natural Heritage System	<i>Proximity to and number of crossings of the Natural Heritage System</i>	Ranked Equally – Crosses the Greenbelt and Regional NHS including key features and enhancement areas, linkages and buffers.	Ranked Equally – Crosses the Greenbelt and Regional NHS including key features and enhancement areas, linkages and buffers.
Overall Natural Environment Ranking		Ranked Equally	Ranked Equally
Socio-Economic Environment			
Potential for impact on residents	<i>Number and character of residential properties that may experience displacement or disruption effects</i>	Ranked 1 st – Greenfield alignment in a rural area would result in fewer expected impacts on residents.	Ranked 2 nd – Several residents along Dublin Line would be affected by the widening of the road.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 2 and Alternative 3			
Criteria	Indicators	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7	Alternative 3 – South Action Alternative - New 4-Lane Hwy Diverting South from 4th Line to Dublin Line and Widening Dublin Line to 4 Lanes to Hwy 7.
Potential for impact on businesses	<i>Number and character of businesses that may experience displacement or disruptions effects</i>	Ranked 1 st – No downtown businesses would be directly affected by the physical improvements however all downtown businesses may be affected by reduced traffic passing their store fronts though a safer pedestrian environment may counteract this effect.	Ranked 2 nd – Businesses along Dublin Line may experience displacement or disruption. No downtown businesses would be directly affected by the physical improvements however all downtown businesses may be affected by reduced traffic passing their store fronts though a safer pedestrian environment may counteract this effect.
Potential for impact on farming community	<i>Number and character of agricultural operations that may experience displacement or disruptions effects</i>	Ranked 2 nd – New Highway would cut diagonally and linearly through several agricultural fields affecting operations and possibly requiring the removal of some structures.	Ranked 1 st – Though rural, there are fewer farms that would be directly affected due to shorter length of new road and partial use of an existing road.
Potential for impact to community features	<i>Number and character of features such as schools, institutions and parkland that may experience displacement or disruption effects</i>	Ranked 1 st – No community features are expected to be impacted.	Ranked 2 nd – Alignment could affect the Guelph Radial Trail.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 2 and Alternative 3			
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Changes to community character	<i>Potential for maintaining integrated communities, including hamlets, villages and rural clusters.</i>	Ranked 1 st – No hamlets, villages or rural clusters are expected to be negatively affected by the improvements. A new Highway across the rural/agricultural landscape would affect the character of the area. Safety issues related to truck traffic in downtown Acton would be reduced.	Ranked 2 nd – No hamlets, villages or rural clusters are expected to be negatively affected by the improvements however the character of Dublin Line would be affected. Safety issues related to truck traffic in downtown Acton would be reduced.
Potential for impact on mineral resource areas	<i>Presence of mineral resource and mineral extraction areas</i>	Ranked Equally – Local Official Plan identifies Secondary Sand and Gravel Resource Areas and Selected Bedrock Resource Areas would be crossed.	Ranked Equally – Local Official Plan identifies Secondary Sand and Gravel Resource Areas and Selected Bedrock Resource Areas would be crossed.
Potential for impact on planned land use	<i>Conformity with the Regional and Municipal Official Plans</i>	Ranked 1 st – Crosses Greenbelt Plan Area (Protected Countryside) and the Niagara Escarpment Plan Area. Provides improved access to designated employment area to north of Acton.	Ranked 2 nd – Crosses Greenbelt Plan Area (Protected Countryside) and Niagara Escarpment Plan Area (Escarpment Natural Area).
Overall Socio-Economic Environment Ranking		Ranked 1st	Ranked 2nd
Cultural and Heritage Environment			
Potential for impacts on heritage features and cultural landscapes	<i>Number and significance of designated or listed built heritage features that may experience displacement</i>	Ranked Equally – No designated or listed heritage features are expected to experience displacement or disruption.	Ranked Equally – No designated or listed heritage features are expected to experience displacement or disruption.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 2 and Alternative 3			
Criteria	Indicators	Alternative 2 – North Acton Alternative – New 4-Lane Hwy Diverting North from 4th Line and Reconnecting to Hwy 7	Alternative 3 – South Action Alternative - New 4-Lane Hwy Diverting South from 4th Line to Dublin Line and Widening Dublin Line to 4 Lanes to Hwy 7.
	<i>or disruption effects</i>		
Transportation Services			
Change in level of transportation service	<i>Composite road volume to capacity ratios at screenlines</i>	Ranked Equally – Screenline capacity issues would be addressed.	Ranked Equally – Screenline capacity issues would be addressed.
Potential to support active transportation and carpooling	<i>Potential to accommodate and connect infrastructure for active transportation and carpooling</i>	Ranked Equally – Can accommodate active transportation and carpooling. Potential to connect into Tanners Drive Woodlot trail.	Ranked Equally – Can accommodate active transportation and carpooling. Potential to connect into Guelph Radial Trail.
Potential to support transit	<i>Potential to link/support transit hubs and accommodate transit infrastructure</i>	Ranked 1 st – Provides less arterial service to planned residential and employment area within Acton. Does not directly connect to the Acton GO Station.	Ranked 2 nd – Provides less arterial connection to the planned residential area, however, it also goes through Greenfield lands. Does not directly connect to the Acton GO Station.
Efficiency of infrastructure	<i>Relevance to adjacent proposed alternatives Whether new corridor / ROW is required</i>	Ranked 2 nd – New corridor will be required and no existing infrastructure will be used.	Ranked 1 st – New corridor will be required however some existing infrastructure will also be widened.

60 Acton – Regional Road 25/Highway 7 – Pair-wise Comparison of Alternative 2 and Alternative 3			
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Potential for efficient agriculture related transportation	<i>Potential for agriculture-related transportation to conflict with other transportation</i>	Ranked 2 nd - 4-lane roadway across several agricultural operations may result in increased conflict.	Ranked 1 st – Dublin Line at 4 lanes will provide safer travel route for farm equipment in the immediate area.
Potential for efficient goods movement related transportation	<i>Potential for non-agriculture-related goods transportation to conflict with other transportation</i>	Ranked 1 st – Low potential for goods vehicles to conflict with other transportation	Ranked 2 nd – Moderate potential for goods vehicles to conflict with other transportation
Overall Transportation Services Ranking		Ranked Equally	Ranked Equally
Cost			
Estimated capital costs	<i>Estimated capital cost and timing of expenditures</i>	Ranked 1st – Approximate cost is \$55 Million (includes estimated property costs)	Ranked 2nd – Approximate cost is \$64 Million (includes estimated property costs)
Overall Ranking		Ranked 1st – <i>This alternative is equally ranked for three of the five criteria but preferred from a socio-economic and cost perspective. It is therefore the recommended alternative.</i>	Ranked 2nd – <i>This alternative is not preferred for any criteria.</i>

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
Natural Environment			
Potential for impact on terrestrial features	<i>Extent of sensitive land removed or disrupted</i>	Ranked 1 st – Bronte Creek ESA and Bronte Creek Provincial Park Nature Reserve Zone ANSI crossed. Crossing is essentially a widening of the existing QEW crossing. Impacts from QEW already exist. It is expected that additional impacts, such as noise and physical barriers to migration, in this area from a new road would be less than those of a new crossing in a more natural area. Three terrestrial SAR have been observed in the area.	Ranked 2 nd – Bronte Creek ESA and Bronte Creek Provincial Park Nature Reserve Zone ANSI crossed. Crossing is a new bisection of these sensitive features. No existing impacts from a crossing exist in this area. It is expected that a new crossing would have a greater impact on terrestrial wildlife than one in an already disturbed area. Four terrestrial SAR have been observed in the area.
Potential for impact on aquatic features	<i>Number and significance of watercourse crossings, intrusions on PSW and documented SAR</i>	Ranked 1 st - 1 warm water and 1 unclassified watercourse would be crossed by the road. Smaller portion of Regulated area crossed. Two aquatic SAR have been observed in the area. Impact on aquatic features would be in addition to disturbance already in place at the QEW.	Ranked 2 nd – 1 cold water watercourse would be crossed by a widened local road and 1 warm water watercourse would be crossed by the new road. Larger portion of Regulated Area crossed. Two aquatic SAR have been observed in the area. Impact on aquatic features would be in an area not currently affected by a crossing.
Potential impact on the Natural Heritage System	<i>Proximity to and number of crossings of the Natural Heritage System</i>	Ranked 1 st – New road is in addition to existing QEW and crosses approximately 2 km of the NHS	Ranked 2 nd – New road bisects approximately 2 km of the NHS in an area that is comparatively undisturbed.
Overall Natural Environment Ranking		Ranked 1st	Ranked 2nd

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
Socio-Economic Environment			
Potential for impact on residents	<i>Number and character of residential properties that may experience displacement or disruption effects</i>	Ranked 1 st – It is expected that no residential properties would be affected by the road.	Ranked 2 nd – One residential property fronts onto Upper Middle Road however increase in traffic along connecting portions of Upper Middle Road would affect larger numbers of residents to the east and west of the crossing.
Potential for impact on businesses	<i>Number and character of businesses that may experience displacement or disruptions effects</i>	Ranked 1 st – No businesses would be affected by the road.	Ranked 2 nd – Hydro One transmission towers and an Enbridge gas pipeline and junction may be affected by the improvement.
Potential for impact on farming community	<i>Number and character of agricultural operations that may experience displacement or disruptions effects</i>	Ranked 2 nd – Three small agricultural fields may be affected by the road.	Ranked 1 st – One large agricultural field may be affected by the road.
Potential for impact to community features	<i>Number and character of features such as schools, institutions and parkland that may experience</i>	Ranked 1 st – Southern boundary of Bronte Creek Provincial Park crossed. Some parking and roadways in the park may be affected. The southern edge of the park would be shifted north because of the roadway.	Ranked 2 nd – Bronte Creek Provincial Park crossed. A park permit office, maintenance yard, park roads, and camping areas may be affected by the road. The park would be cut in half by the roadway.

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
	<i>displacement or disruption effects</i>		
Changes to community character	<i>Potential for maintaining integrated communities, including hamlets, villages and rural clusters.</i>	Ranked 1 st – Additional 4-lane roadway in the area will be consistent with current roadway/highway to the south.	Ranked 2 nd – Addition of a 4-lane roadway is a departure from character of the adjacent community.
Potential for impact on mineral resource areas	<i>Presence of mineral resource and mineral extraction areas</i>	Ranked Equally – No mineral extraction areas are located in the area.	Ranked Equally – No mineral extraction areas are located in the area.
Potential for impact on planned land use	<i>Conformity with the Regional and Municipal Official Plans</i>	Ranked Equally – Improvements entirely within Parkway Belt West, Greenbelt Protected Countryside and the Regional Natural Heritage System. Parkway Belt West area is designated as public open space.	Ranked Equally – Improvements entirely within Parkway Belt West, Greenbelt Protected Countryside and the Regional Natural Heritage System. Parkway Belt West area is designated as public open space and electric power facility corridors.
Overall Socio-Economic Environment Ranking		Ranked 1st	Ranked 2nd

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
Cultural and Heritage Environment			
Potential for impacts on heritage features and cultural landscapes	<i>Number and significance of designated or listed built heritage features that may experience displacement or disruption effects</i>	Ranked Equally – No heritage features are expected to be impacted by the road.	Ranked Equally – No heritage features are expected to be impacted by the road.
Transportation Services			
Change in level of transportation service	<i>Composite road volume to capacity ratios at screenlines</i>	Ranked Equally – the screenline deficiency will be addressed by this alternative.	Ranked Equally – the screenline deficiency will be addressed by this alternative.
Potential to support active transportation and carpooling	<i>Potential to accommodate and connect infrastructure for active transportation and carpooling</i>	Ranked 2 nd – Potential to accommodate and connect into active transportation infrastructure, however linkages are not as direct.	Ranked 1 st – Potential to accommodate and connect into active transportation infrastructure.
Potential to support transit	<i>Potential to link/support transit hubs and accommodate transit infrastructure</i>	Ranked 2 nd – Provides another transit connection, but its proximity to existing continuous east-west corridors reduces the overall benefit (transit users can also use GO Rail Lakeshore line and the corridor south of the QEW).	Ranked 1 st – Provides a mid-block east west corridor, reducing overall travel time for residents along Upper Middle Road travelling between Oakville and Burlington.

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
Efficiency of infrastructure	<i>Relevance to adjacent proposed alternatives Whether new corridor / ROW is required</i>	Ranked 1 st – New corridor is required but would be adjacent to the QEW.	Ranked 2 nd – New corridor is required.
Potential for efficient agriculture related transportation	<i>Potential for agriculture-related transportation to conflict with other transportation</i>	Ranked Equally – Agriculture related transportation is not an issue in this area.	Ranked Equally – Agriculture related transportation is not an issue in this area.
Potential for efficient goods movement related transportation	<i>Potential for non-agriculture-related goods transportation to conflict with other transportation</i>	Ranked 1 st – Lower potential for conflict with other transportation	Ranked 2 nd – Higher potential for conflict with other transportation, given active transportation modes in the vicinity of Bronte Provincial Park
Overall Transportation Services Ranking		Ranked Equally	Ranked Equally

5 Bronte Creek North and 6 Bronte Creek South			
Criteria	Indicators	Alternative 1 – New 4 GP Lane North Service Rd. Extension Across Bronte Creek	Alternative 2 – New 4 GP Lane Upper Middle Rd. Extension Across Bronte Creek
Cost			
Estimated capital costs	<i>Estimated capital cost and timing of expenditures</i>	Ranked 2nd – Approximate cost is \$25 Million (includes estimated property costs).	Ranked 1st – Approximate cost is \$22 Million (includes estimated property costs) however a transmission line and gas pipeline rights of way would have to be negotiated and possibly relocated with additional costs.
Overall Ranking		Ranked 1st - <i>This alternative is equally ranked for two of the five criteria but preferred from a natural environment and socio-economic perspective. It is therefore the recommended alternative.</i>	Ranked 2nd - <i>This alternative is preferred from a cost perspective, but not for two of the four other criteria.</i>