

Alternatives	Do Nothing	Modify Driveway Access						Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access (without land acquisition)	Close Access (with land acquisition)	Relocate Access to the North (on adjacent properties)	Signalize Driveway Access with Split Phasing	Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Transportation									
Improves traffic operations	<ul style="list-style-type: none"> Constrained traffic operations in 2041, however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Could only be implemented through signage. A raised curb / median is not geometrically feasible given driveway location or configuration. With signage this option is unlikely to be effective, will experience violators, is difficult to enforce, will experience additional driver confusion, thus does not address safety issues. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Inbound entrance on Airport Road may be implemented through narrow entry, raised medians. Traffic exiting the property uses Ivan Avenue, then Parsons Avenue, to access Airport Road. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic diverted to Parsons Avenue and Airport Road does not operate well during peak times. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The affected property would only have a rear access to Ivan Avenue, and traffic to the property would need to turn onto Parsons Avenue, then Ivan Avenue, to access the site. Potential for infiltration is low as Ivan Avenue does not lead to major destinations. Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The affected property would only have a rear access to Ivan Avenue, however land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities. Potential for infiltration is low as Ivan Avenue does not lead to major destinations and land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities. Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> The access would be relocated approximately 70m to the north of the intersection with a driveway leading to the existing location of parking and building. Access on Ivan Avenue would not be affected. Does not provide a signalized egress to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Reduces capacity compared to current conditions resulting in notable increase in congestion. Likely to experience complaints with concerns regarding negative impact to road function for through traffic. A minor benefit is some potential to divert through traffic away from Airport Road due to congestion. Longer traffic delays for all movements due to traffic signals that phase in green light for one direction at a time. Does not provide access to Airport Road for west neighbourhood. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses. 	<ul style="list-style-type: none"> Improves traffic operations at intersection and for west neighbourhood. Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.
Improves traffic safety	<ul style="list-style-type: none"> Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes. 	<ul style="list-style-type: none"> Little to no benefit under signage plan. Does not address sightline issue. Drivers turning right out of the parking lot will be looking left for oncoming vehicles. View of pedestrians walking north is blocked by the building. 	<ul style="list-style-type: none"> Notable benefit provided by removal of outbound traffic at driveway on Airport Road. Drawback in safety due to some occurrence of violators (exiting onto Airport), non-standard intersection (one-way driveway), and increased traffic at Parsons Avenue. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Increase in traffic at unsignalized exit at Parsons Avenue may affect safety. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Increase in traffic at unsignalized exit at Parsons Avenue may affect safety, however land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities. 	<ul style="list-style-type: none"> Resolves safety issue at driveway. Resolves sightline and related safety constraints at intersection. 	<ul style="list-style-type: none"> Improves safety performance with signals for private driveway. Does not resolve sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Resolves sightline and related safety constraints. 	<ul style="list-style-type: none"> Improves safety performance at Old Church Road intersection. Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	<ul style="list-style-type: none"> No change to road geometrics. 	<ul style="list-style-type: none"> Right-in and right-out raised curb is not geometrically feasible. 	<ul style="list-style-type: none"> Improves driveway geometrics. 	<ul style="list-style-type: none"> Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot. 	<ul style="list-style-type: none"> Trucks and large vehicles may not be able to manoeuvre in and out of the property in its current layout, however land acquisition could lead to less traffic to the property. 	<ul style="list-style-type: none"> Geometrically feasible. 	<ul style="list-style-type: none"> Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road. 	<ul style="list-style-type: none"> Significantly improves road geometrics. 	<ul style="list-style-type: none"> Significantly improves road geometrics.
Conforms to transportation planning policies and plans	<ul style="list-style-type: none"> Does not support the goals of the Region of Peel Long Range Transportation Plan and Vision Zero; and Caledon East Community Improvement Plan (i.e., does not improve road network connectivity and safety performance). 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issues). 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issue). 	<ul style="list-style-type: none"> Does not support the goals of the Long Range Transportation Plan and Community Improvement Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Supports the goals of Vision Zero and Community Improvement Plan through resolved safety issues and constraints. Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Partially supports the goals of Vision Zero and Community Improvement Plan (i.e., improves safety performance and does not resolve sightline issue). Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity). 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue. 	<ul style="list-style-type: none"> Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.
Natural Environment									
Complies with Provincial environmental planning policies	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Consistent with Oak Ridges Moraine Conservation Plan. 	<ul style="list-style-type: none"> Less consistent with Oak Ridges Moraine Conservation Plan due to potential cultural heritage impacts. Potential heritage mitigation options under consideration. 	<ul style="list-style-type: none"> Less consistent with Oak Ridges Moraine Conservation Plan due to potential cultural heritage impacts. Potential heritage mitigation options under consideration.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> Avoids impact to natural heritage features and wildlife and wildlife habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat. 	<ul style="list-style-type: none"> No impacts to environmentally sensitive lands. Potential loss of some mature trees. No impact to watercourse crossings. Minor encroachment into meadow community of urban concern. Potential encroachment into buffer surrounding treed swamp community. No impact to species at risk and their habitat.
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunity to enhance natural heritage features and wildlife habitat. 	<ul style="list-style-type: none"> No opportunities to improve wildlife crossing. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community. 	<ul style="list-style-type: none"> Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.
Maintains or reduces risk for natural hazards	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> No impact to risk for natural hazards. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction. 	<ul style="list-style-type: none"> Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.

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						• Most of the land potentially affected by the driveway is within the flood plain with only a small portion on usable land, and therefore may not be feasible.			
Healthy Communities									
Provides for active transportation	• Does not provide for active transportation.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road and Old Church Road.	• Accommodates active transportation on Airport Road and Old Church Road.
Promotes healthy, age-friendly and accessible environments	• No opportunities to promote healthy, age-friendly and accessible environments.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Relocated access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at Old Church Road intersection. • No refuge medians or pedestrian islands at Old Church Road intersection. • Opportunity for flaring of sidewalks at Old Church Road intersection (to be confirmed). • Upgrade at Old Church Road intersection will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at intersection(s). • No refuge medians or pedestrian islands at intersection(s). • Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). • Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at intersection(s). • No refuge medians or pedestrian islands at intersection(s). • Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). • Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.
Avoids or reduces negative impact on air quality	• No air quality impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.
Avoids or reduces noise impacts	• Avoids noise impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.
Social, Cultural and Economic Environment									
Conforms to Municipal planning policies	• Does not fully conform to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Partially conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (i.e., removal of building and retaining/re-using materials is less supportive of the goal to conserve cultural heritage resources than relocating the building).
Compatible with existing and planned future land uses	• No impact to existing and planned future land uses.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No impact to existing land uses in addition to the impacts assessed under traffic operations and property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• No impact to existing land uses in addition to the impacts assessed under property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• No impact to existing land uses in addition to the impacts assessed under property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). • Currently no active or approved development adjacent to the intersection. Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection and shared driveway.	• No impact to existing and planned future land uses.	• Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential).	• Could provide an alternative access to Old Church Road versus Airport Road for the adjacent property to the north.
	• Avoids property impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Allows property to continue as existing. • Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Relocated access on Airport Road may not be acceptable given proximity (70m) to the Old Church Road intersection.	• No private properties required (low property impact). • No buildings or structures displaced.	• Various properties impacted (high property impact). • Major disruption to residential and business tenants due to relocation of building.	• One property displaced (major property impact). • One building displaced with major disruption to residential and business tenants.

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Avoids or reduces property impacts (including cultural heritage and local economic impacts)	<ul style="list-style-type: none"> No impact to businesses. No opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Could become an inconvenient site for commercial uses potentially leading to an under utilized or vacant site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Could become an inconvenient site for future commercial uses potentially leading to an under utilized or vacant site. Impact to access to business is removed due to land acquisition. Impact to customer parking is removed due to land acquisition. Limited opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features, subject to future land use or redevelopment opportunities. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Property owner and/or commercial tenant may be concerned about inconvenience to customers. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential (to be confirmed for driveway location on adjacent properties). 	<ul style="list-style-type: none"> Driveway access improved. Improved driveway access may attract new patrons to business on-site. Access to one business may be affected during construction. No change to customer parking. Limited opportunity to improve streetscape or aesthetics. Avoids negative impacts on cultural heritage features. Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Road extension with relocation of building to the north would provide a new access to the building (potential for revised site plan to provide rear parking and no access from Airport Road). Temporary disruption to business due to relocation of building. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)). One built heritage resource relocated (currently not designated under Ontario Heritage Act). Lands impacted are disturbed with no archaeological potential. 	<ul style="list-style-type: none"> Potential loss of business if it cannot be relocated within the Study Corridor. Access to one business may be affected during construction. Opportunity for onstreet parking in Caledon East. Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)). One built heritage resource displaced (currently not designated under Ontario Heritage Act). Heritage materials would be retained for record and/or re-use and a commemorative plaque considered near the former site. Lands impacted are disturbed with no archaeological potential.
Supports Goods Movement	<ul style="list-style-type: none"> No impact to goods movement corridors. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Minor delay to delivery of goods to commercial use at closed driveway. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Impact to goods movement is removed through land acquisition. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road. 	<ul style="list-style-type: none"> Airport Road and existing Old Church Road function as goods movement corridors. Road design will maintain truck movements on Airport Road and east leg of Old Church Road.
Reduces complexity of construction	<ul style="list-style-type: none"> No construction cost. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging. 	<ul style="list-style-type: none"> Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. No change to road operations and maintenance costs. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. No change to road operations and maintenance costs, however increased cost to maintain property and heritage building. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Road operations and maintenance impacts to be confirmed. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Less cost to construct than road extension. Minor increase in operations cost for extra traffic light. No change to road maintenance cost. No conflict with utilities and municipal infrastructure. No construction staging impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Greater cost to construct than road extension with removal of building due to combined property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts. 	<ul style="list-style-type: none"> Greater cost to construct than intersection improvements. High cost. Less cost to construct than road extension with relocation of building due to less property and building relocation/reconstruction impacts. Greater cost to operate and maintain than intersection. Utilities and municipal infrastructure to be relocated. Minimal construction staging and traffic impacts.
Evaluation									
Summary	Does not address problem & opportunity.	Not geometrically feasible with raised curb and not effective through signage alone.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential traffic and economic impacts.	Preferred in comparison to alternatives under modifying driveway access due to improved safety with less negative impacts. Less preferred in comparison to alternatives under road extension due to less benefit to the road network.	Not preferred due to potential access restrictions and land development constraints.	Least preferred due to increase in traffic delay / congestion at intersection.	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal.	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation.
	Not carried forward	Not carried forward	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	2nd Preferred	1st Preferred