Appendix O:

Detailed Evaluation Tables

	Criteria / Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
	Transportation		
	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
	Natural Environment		
	Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (Castlederg Side Road / Boston Mills Road to Huntsmill Drive)	• Consistent with Oak Ridges Moraine Plan
		• Located within Greenbelt Plan Area (Castlederg 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	• Majority of corridor is within Highly Vulnerable Aquifer Area
		• Sections of corridor are within Significant Groundwater Recharge Areas	• 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
	Healthy Communities		
Promotes Healthy, Age-Friendly and Accessible Environments	**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
	Social, Cultural and Economic Environment		
	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	• No impacts to property, buildings/structures and property access outside intersection improvements
		• Avoids negative impacts on cultural heritage features	• 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	• Low cost to construct
		• No change to operations and maintenance cost	• Similar ongoing cost to operate and maintain as do nothing

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

Criteria \ Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
	• No conflict with utility and municipal infrastructure	• No utility and municipal infrastructure impacts
	• No construction staging	• Minor temporary traffic impact due to construction staging
Evaluation		
Summary	Not Carried Forward	**Preferred**
	Does not address problem and opportunity	Will address problem and opportunity

Alternatives / Criteria	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
Transportation						
Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• 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	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
Improves road geometrics	• No change to road alignment	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • Although cyclists are served by the multi-use path, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Although the Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane route, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections; The Town's Master Plan shows additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • Although cyclists are served by the multi-use paths, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Although the Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane route, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections; The Town's Master Plan shows additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road
Maintains emergency response time	• No change to emergency response time	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles
Natural Environment						
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (south of Cranston Drive to Caledon Trailway and north of Walker Road to Leamster Trail)	• Generally consistent with Oak Ridges Moraine (ORM) Conservation Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".
	• Located within Greenbelt Plan Area (south of Cranston Drive to Caledon Trailway)	• Generally consistent with Greenbelt Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat
Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction
Protects sources of drinking water	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • 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	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated
Healthy Communities						
Provides for active transportation	• No active transportation facilities	• Wider sidewalks and provision for designated cycling facility (likely bike lanes due to available space) to accommodate pedestrians and cyclists • Long-term potential for improved cycling facility; If bike lanes, possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists • Insufficient space between Hilltop Drive and Caledon Trailway for future cycling facility due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• New sidewalks and bike lanes to accommodate pedestrians and cyclists • Improved cycling facility; Possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists • Insufficient space between Hilltop Drive and Caledon Trailway for bike lanes due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Sidewalk and multi-use path to accommodate pedestrians and cyclists • Poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists • Insufficient space between Hilltop Drive and Caledon Trailway for multi-use path due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Multi-use paths to accommodate pedestrians and cyclists • Poor cycling facility with high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists • Insufficient space between Hilltop Drive and Caledon Trailway for multi-use paths due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Improved sidewalk and cycle tracks to accommodate pedestrians and cyclists, although insufficient space available for cycle tracks without major impacts to utilities • Improved cycling facility; Possibly more desirable than bike lanes or multi-use path(s) for recreational cyclists and less desirable than bike lanes for utilitarian cyclists • Insufficient space between Hilltop Drive to Caledon Trailway for cycle tracks due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood

Criteria / Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
		• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling
		• If bike lanes, potential for greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks	• Greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts
	• Does not meet Region of Peel and Transportation Association of Canada (TAC) Guidelines for Active Transportation	• Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks
Promotes healthy, age-friendly and accessible environments						
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)	• 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)	• 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)	• 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)	• 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)
		• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel cycling routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek
		• Potential for future separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Shared walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Shared walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Separated walking and cycling facility, except pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)
		• If bike lanes, potentially less separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility may be designated on-road)	• Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is designated on-road)	• Greater physical separation between pedestrians and cyclists (multi-use path) and roadway than alternatives with bike lanes (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is off-road)	• Greater physical separation between pedestrians and cyclists (multi-use paths) and roadway than alternatives with bike lanes (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is off-road)	• Greater physical separation between pedestrians (sidewalk) and roadway than in alternatives with bike lanes or multi-use path(s) (pedestrians are separated from road by splash pad, raised cycle track, layby parking and streetscaping)
		• If bike lanes, potential for less comfort for a wider variety of cyclists (e.g. recreational) than alternatives with multi-use path(s) or cycle tracks; Little or no separation anticipated between future or existing cyclists and motorized traffic; Potential future buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for future buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane	• Less comfortable for a wider variety of cyclists (e.g., recreational) than alternatives with multi-use path(s) or cycle tracks; Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane	• Less overall cyclist comfort than alternatives with bike lanes or cycle tracks due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Crosses numerous driveways in Caledon East, with potential for a bumpy ride and collisions at driveways; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians	• Less overall cyclist comfort than alternatives with bike lanes or cycle tracks due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Crosses numerous driveways in Caledon East, with potential for a bumpy ride and collisions at driveways; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians	• Improved cyclist comfort due to vertical and horizontal separation between cyclists and motorized traffic (including splash pad); Curb extensions around parking provide more protection than bike lanes for cyclists near intersections
		• Increased access to destinations within Study corridor by active means, although with longer distance for future cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour
		• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area
		• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Number of trees within urban area may increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure
Supports age friendly and accessible living	• Not improved to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act
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	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario
		• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by 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, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted
		• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment						
Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan
		• Generally consistent with Town of Caledon Official Plan	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."
		• Generally consistent with Caledon East Community Improvement Plan	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"
Compatible with existing and planned future land uses	• No impact on existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses
Avoids or reduces property impacts	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements, provided that utilities are buried underground to accommodate cycle tracks
Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River

Criteria \ Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks
Supports local economic sustainability	• No impact on customer access to business frontages	• No impact on customer access to business frontages	• No impact on customer access to business frontages	• No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages provided multi-use paths are designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages
	• No impact to on-street parking	• If bike lanes, loss of on-street parking on east side of road with some loss on west side; If alternate cycling facility with less pedestrian path (larger width than sidewalk and smaller width than multi-use path), potential for less loss of parking than other alternatives • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Less loss of on-street parking on east and west side compared to other alternatives	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street
	• No impact to tourism potential	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services
	• No opportunity to improve streetscape and aesthetics	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function
		• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Less parking removal would be preferred for streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context
	• South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs
Reduces complexity of construction	• No conflict with utilities and municipal infrastructure	• If bike lanes, utility and municipal infrastructure to be relocated or impacted Between Hilltop Drive and Caledon Trailway, future cycling facility on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or impacted; Between Hilltop Drive and Caledon Trailway, bike lanes on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated; Between Hilltop Drive and Caledon Trailway, multi-use path on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or buried underground to accommodate multi-use path on both sides; Between Hilltop Drive and Caledon Trailway, multi-use paths on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or buried underground to accommodate cycle tracks; Between Hilltop Drive and Caledon Trailway, cycle tracks on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way
	• No construction staging	• Potential for moderate temporary traffic impact due to staging of storm sewers and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening	• Moderate temporary traffic impact due to staging of storm sewers and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening
		• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification
	• No construction cost	• Potential for high cost to construct due to full boulevard reconstruction with potential for moderate drainage, street lighting and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs plus associated cost of burying hydro utility
	• No change to operations and maintenance cost	• Similar ongoing cost to operate and maintain as do nothing	• Similar ongoing cost to operate and maintain as do nothing, however maintenance needs may increase if bollards or physical barrier is used in bike lane buffer	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain
Evaluation						
	Not Carried Forward	**Not Preferred for existing and short-term conditions**	**Less Preferred in EA due to less separation between bike and travel lanes and loss of east side parking (Note preferred from cycling perspective)**	**Preferred in EA due to greater separation between bike and travel lanes and minimum loss of parking (Note not preferred from cycling perspective)**	**Less Preferred than multi-use path on one side due to loss of east side parking (Note not preferred from cycling perspective)**	**Less Preferred in EA due to construction complexity and loss of east side parking (Note preferred from cycling perspective if cost is acceptable)**
Summary	Does not address problem and opportunity (included for comparison)	Provisional width of cross-section for long-term conditions does not fully support existing transportation policies or address existing opportunity for corridor improvements for vulnerable road users Provisional width of cross-section may limit type of active transportation facilities under long-term conditions	Buffered bike lanes are consistent with existing transportation policy and provide continuity with local east-west on-road cycling routes and the Caledon Trailway. However, separation between bike lane and travel lane is less compared to other alternatives. Further, the buffer between the bike lane and travel lane is removed to provide door zone buffer at locations of parking layby. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Preferred if parking removal on east side is not acceptable or desired to accommodate improved active transportation facilities. Less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. Based on parking study results and comments by the Town of Caledon and Public to date, this alternative is shown as the preliminary preferred option for agency and Public feedback.	More preferred than bike lanes due to more separation between recreational cyclists and motorized traffic, and less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Preferred over bike lanes and multi-use path(s) due to enhanced separation between all road users. However, construction complexity and cost of burying utilities is significantly higher than other alternatives. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Transportation					
Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• 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	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• 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	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally 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	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment					
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (south of Cranston Drive to Caledon Trailway)	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options
	• Located within Greenbelt Plan Area (south of Cranston Drive to Caledon Trailway)	• Generally consistent with Greenbelt Plan with improved conditions for active transportation	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Minimal impacts to natural heritage features	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat
Introduces opportunity to protect and/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	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Generally similar impervious area contributing to stormwater runoff as existing condition • No change to treatment (existing ditches) for stormwater runoff • Sediment and erosion control plan will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction
Protects sources of drinking water	• Located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area
	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• 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 • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated

Criteria / Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Healthy Communities					
Provides for active transportation	• Sidewalk gap between Cranston Drive and Hilltop Drive	• Does not fill sidewalk gap between Cranston Drive and Hilltop Drive	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East
	• No active transportation facilities	• Paved shoulders to accommodate pedestrians and cyclists	• New sidewalks and bike lanes to accommodate pedestrians and cyclists Improved cycling facility; Possibly more desirable than multi-use path(s) for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists	• Sidewalk and multi-use path to accommodate pedestrians and cyclists • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists	• Multi-use paths to accommodate pedestrians and cyclists • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists
Promotes healthy, age-friendly and accessible environments					
Reduces risk of chronic conditions through active transportation	• No opportunity to promote healthy (active) environments	• Continuous cycling facilities between paved shoulder in rural area and urban area • 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 • Limited potential for tree planting in rural cross-section	• Continuous cycling facilities between paved shoulder in rural area and bike lane in urban area • Separated walking and cycling facility • Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s); Cycling facility is designated on-road • Less comfort for recreational cyclists than alternatives with multi-use path(s); Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and sidewalk or multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use path) and the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use paths) with the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure
Supports age friendly and accessible living	• Not improved to standards of Accessibility for Ontarians with Disabilities Act	• Paved shoulders may not be comfortable for all pedestrians and cyclists	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act
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	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by Emissions Management Plan	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by Emissions Management Plan	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by 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 • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment					
Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan
		• Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan
Compatible with existing and planned future land uses	• No impact on 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	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive
Avoids or reduces property impacts	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements
Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks
Supports local economic sustainability	• No impact on customer access to business frontages	• No impact on customer access to businesses	• No impact on customer access to business frontages	• No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages provided multi-use paths are designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)
	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking
	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential
	• No opportunity to improve streetscape and aesthetics	• Limited potential for tree planting in rural cross-section	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function
	• South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area	• No impact on Prime Agricultural Area • Accommodates for farm vehicles	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs; Potential for farm vehicles to encroach onto bike lane	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs
Reduces complexity of construction	• No conflict with utilities and municipal infrastructure	• No conflict with utilities and municipal infrastructure	• Minor utility and municipal infrastructure to be relocated or impacted	• Minor utility and municipal infrastructure to be relocated	• Utility and municipal infrastructure to be relocated
	• No construction staging	• Minor temporary traffic impact due to construction staging	• Moderate temporary traffic impact due to staging of storm sewers	• Moderate temporary traffic impact due to staging of storm sewers	• Moderate temporary traffic impact due to staging of storm sewers
		• Minor boulevard construction and grading improvements	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification
	• No construction cost	• Low cost to construct due to less drainage, street lighting and material costs compared to other alternatives	• High cost to construct due to full boulevard reconstruction with higher drainage, street lighting and material costs than other alternatives	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives
	• No change to operations and maintenance cost	• Low operations and maintenance cost	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain
Evaluation					
	Not Carried Forward	**Preferred in EA for the rural section between Olde Base Line Road and Cranston Drive due to anticipated utilization and cost**	**Not Preferred in EA due to less separation between bike lane and travel lane**	**Not Preferred in EA due to less separation between bike and travel lanes on east side**	**Preferred in EA for the urban section between Cranston Drive and south of Hilltop Drive due to greatest separation between bike and travel lanes**
Summary	Does not address problem and opportunity (included for comparison)	Provides a functional cycling and walking facility adjacent to predominately agricultural land uses between Olde Base Line Road and Cranston Drive (provides improved conditions for cycling and walking in rural area compared to existing). Low cost to construct compared to other alternatives.	Continuous cycling facilities between rural and urban areas. However, separation between bike lane and travel lane is less compared to other alternatives; and bike lanes are anticipated to be less comfortable for recreational cyclists. The cost to construct is anticipated to be higher than other alternatives, with moderate ongoing cost to operate and maintain.	Non-continuous pedestrian and cycling facilities between rural and urban area, however more desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Fills sidewalk gap between Cranston Drive and south of Hilltop Drive. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives. Less preferred than multi-use path on both sides due to less separation between bike and travel lanes on east side.	Non-continuous pedestrian and cycling facilities between rural and urban area, however more desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Fills sidewalk gap between Cranston Drive and south of Hilltop Drive. Moderate cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives.

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Transportation			
Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds
Encourages some trucks to use other truck routes	• No change to truck traffic	• Slower traffic speeds may encourage truck diversion	• Slower traffic speeds may encourage truck diversion
Improves road geometrics	• No change to road alignment	• 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	• Generally consistent with transportation planning policies and plans
Maintains emergency response time	• No change to emergency response time	• Two-way roads with raised centre median provide less sufficient space for emergency vehicles	• Two-way roads without raised centre median provide sufficient space for emergency vehicles
		• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment			
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options
	• Located within Greenbelt Plan Area; Caledon East is a Settlement Area under the Greenbelt Plan	• Consistent with the Greenbelt Plan	• Consistent with the 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 and rare vegetation community; Potential indirect impacts to Butternut Tree	• Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree
		• Moderate tree removal	• Minor tree removal
		• Moderate to minor extensions to culverts	• Moderate extensions to culverts
		• No impacts anticipated to species at risk and their habitat	• 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	• Partially urbanizing corridor may increase potential for vehicle-wildlife conflicts	• Urbanizing corridor may increase potential for vehicle-wildlife conflicts
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Increased impervious area contributing to stormwater runoff	• Increased impervious area contributing to stormwater runoff
		• May require stormwater management on west side to treat runoff; No change to treatment (existing ditch) on east side for stormwater runoff	• May require stormwater management to treat stormwater runoff
		• Sediment and erosion control plan will be applied during construction	• 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	• 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	• Potential for low impact development	• Potential for low impact development
		• No significant impact on greenhouse gas emissions anticipated	• No significant impact on greenhouse gas emissions anticipated
Healthy Communities			
Provides for active transportation	• No active transportation facilities	• Multi-use path on west side for cyclists and pedestrians and paved shoulder on east side for cyclists going northbound	• Multi-use path on west side and paved shoulder and buffered bike lane on east side to accommodate pedestrians and cyclists
		• Continues to provide walkway between Walker Road and Leamster Trail	• Provides sidewalk on east side between Walker Road and Leamster Trail, however nearest crossing is at Walker Road
		• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks
Reduces risk of chronic conditions through active transportation	• No opportunity to promote healthy (active) environments	• Non-continuous pedestrian and cycling facilities between rural and urban areas	• Continuity of paved buffered bike lane to paved shoulder on east side for cyclists entering rural area
		• Separation between pedestrians and cyclists	• No separation between pedestrians and cyclists
		• Wide separation between pedestrians and roadway on west side; Rumble strips deter vehicles from crossing over to shoulder on east side	• Wide separation between pedestrians and roadway on west side; Buffer (separation) between cyclists and travel lane on east side
		• Paved shoulders improve surface accessibility compared to granular shoulders	• Paved buffered bike lanes improve surface accessibility compared to granular shoulders
		• Increased access to destinations within Study corridor by active means	• Increased access to destinations within Study corridor by active means
		• No reduction in design speed	No reduction in design speed

Accessible Environments

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Promotes Healthy, Age-Friendly and A		• Potential for tree planting on west side	• Potential for tree planting on both sides
Supports age friendly and accessible living	• No opportunity to support age friendly and accessible living	• Paved shoulders may not be comfortable for all cyclists	• Multi-use path 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	• 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	• 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	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors
		• Noise barriers will be implemented where warranted	• Noise barriers will be implemented where warranted
		• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment			
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	• 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	• Rural cross-sections are generally upgraded to urban within settlement areas
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements
	• Avoids negative impacts on cultural heritage features	• Adjacent to identified cultural heritage resources (one designated under Part IV of the Ontario Heritage Act, one potential built heritage resource)	• Adjacent to identified cultural heritage resources (one designated under Part IV of the Ontario Heritage Act, one potential built heritage resource)
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• 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 customer access to businesses
		• No impact on public and customer parking	• No impact on public and customer parking
		• Potential for raised centre median with gateway feature between Walker Road and Leamster Trail	• No potential for raised centre median with gateway feature between Walker Road and Leamster Trail
		• No grading impact on farm land/entrances	• No grading impact on farm land/entrances
		• Sufficient pavement width for farm vehicles and commercial trucks	• 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	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport trucks	• Design will accommodate transport trucks
Reduces complexity of construction	• No conflict with utility and municipal infrastructure	• Utility and municipal infrastructure to be relocated	• Utility and municipal infrastructure to be relocated; May require additional street lighting
	• No construction staging	• Minor temporary traffic impact due to construction staging	• Moderate temporary traffic impact due to staging of storm sewers
	• No construction cost	• Moderate cost to construct due to drainage	• High cost to construct due to drainage, street lighting and material
	• No change to operations and maintenance cost	• Moderate cost to operate and maintain	• High cost to operate and maintain
Evaluation			
	Not Carried Forward	**Preferred**	**Not Preferred**
Summary	Does not address problem and opportunity	Suitable for transition from urban to rural area by retaining existing path on west side for northbound pedestrians and cyclists and improving existing conditions on east side with paved shoulders for cyclists, resulting in less cost to construct and operate/maintain than alternative with multi-use path, sidewalk and bike lanes	Higher cost to construct and operate/maintain than alternative with pathway and paved shoulders

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Transportation			
Improves traffic operations	• Does not improve intersection operations	• Acceptable traffic operations where signals are warranted (Olde Base Line Road)	• Not warranted where traffic signals are not warranted (Castlederg Side Road / Boston Mills Road, Cranston Drive, Walker Road, Huntsmill Drive)
Improves traffic safety	• No change to traffic safety	• Effectiveness of roundabout versus intersection may decrease with one versus two lane roundabout, and/or transition from single lane roundabout to multi-lane roundabout or conventional intersection	• May encourage slower traffic speeds and therefore considered for traffic calming at Castlederg Side Road / Boston Mills Road, Olde Base Line Road, Cranston Drive, Walker Road and Huntsmill Drive
		• Greater chance for severe collisions compared to roundabout	• Reduces severity of collisions, however may increase likelihood of non-fatal collisions
		• Motorists are familiar with intersection configuration	• Motorists may not be familiar with unique roundabout treatment and will require enhanced driver education
		• May improve perceptions of safety for pedestrians and cyclists, improving comfort for crossing busy intersections	• Pedestrians and cyclists crossing a busy roundabout may prefer other nearby crossing locations where available
Encourages some trucks to use other truck routes	• No change to truck traffic	• Frequent stops may encourage truck diversion	• Slower traffic speeds may encourage truck diversion
Improves road geometrics	• No change to road alignment	• Opportunity to realign offset intersection at Castlederg Side Road / Boston Mills Road	• Eliminates offset intersection at Castlederg Side Road / Boston Mills Road Flared two-lane entry geometry to maximize capacity is unique in North American context and adds risk that capacity is constrained
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Consistent with transportation planning policies and plans	• Consistent with transportation planning policies and plans
Maintains emergency response time	• No change to emergency response time	• No change to emergency response time	• No change to emergency response time
		• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment			
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (Olde Base Line Road, Walker Road, and Huntsmill Drive)	• Consistent with Oak Ridges Moraine Conservation Plan (Olde Base Line Road, Walker Road, and Huntsmill Drive within Oak Ridges Moraine)	• Consistent with Oak Ridges Moraine Conservation Plan (Olde Base Line Road, Walker Road, and Huntsmill Drive within Oak Ridges Moraine)
	• Located within Greenbelt Plan Area (Cranston Drive)	• Consistent with Greenbelt Plan (Cranston Drive within Greenbelt Plan Area)	• Consistent with Greenbelt Plan (Cranston Drive within Greenbelt Plan Area)

Criteria \ Alternatives	Do Nothing	Conventional Intersection	Roundabout
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Moderate negative impact on natural heritage features and wildlife and wildlife habitat:	• Moderate to high negative impact on natural heritage features and wildlife and wildlife habitat:
		• Minor to moderate tree removals	• Moderate to high tree removals
		• Minor loss of roadside and agricultural field communities at Castlederg Side Road / Boston Mills Road	• Moderate loss of agricultural field communities at Castlederg Side Road / Boston Mills Road and Cranston Drive
		• Minor loss of wildlife (birds) habitat at Walker Road	• Minor loss of wildlife (birds) habitat at Walker Road
		• Minor encroachment into minimum protection zone of locally significant wetland and Area of Natural and Scientific Interest at Huntsmill Drive	• Significant encroachment into locally significant wetland and minimum protection zone and Area of Natural and Scientific Interest at Huntsmill Drive
		• Minor encroachment into habitat for species of regional concern at Huntsmill Drive	• Loss of habitat for species of regional concern at Huntsmill Drive
		• No impact on species at risk and their habitat	• No impact on species at risk and their habitat
Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Topography limits opportunity to install new crossings to facilitate wildlife crossings	• Topography limits opportunity to install new crossings to facilitate wildlife crossings • Opportunity for additional culverts to increase passage of amphibians and small mammals under roadway between adjacent wetlands at Huntsmill Drive
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Increased impervious area contributing to stormwater runoff	• Increased impervious area contributing to stormwater runoff
		• Potential treatment for stormwater runoff	• Potential treatment for stormwater runoff
		• Sediment and erosion control plan will be applied during construction	• Sediment and erosion control plan will be applied during construction
Protects sources of drinking water	• Located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area
	• Majority of corridor is within Highly Vulnerable Aquifer area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• 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	• Potential for low impact development may be restricted in wellhead protection areas	• Potential for low impact development may be restricted in wellhead protection areas
		• Vehicles continue to idle at all approaches of signalized intersections	• Less vehicles idle at roundabouts compared to conventional intersection

Criteria \ Alternatives	Do Nothing	Conventional Intersection	Roundabout
Healthy Communities			
Promotes healthy, age-friendly and accessible environments — **Provides for active transportation**	• Limited pedestrian crossing facilities	• Controlled crossing with crosswalks and/or cross rides may facilitate pedestrian and cyclist crossings	• Shared crossing for pedestrians and cyclists, although cyclists may need to dismount and walk their bikes at the roundabout
Reduces risk of chronic conditions through active transportation	• Limited active transportation facilities	• Continuous facility crossing for pedestrians and cyclists is dependent on corridor alternatives	• Continuous facility crossing for pedestrians and cyclists is dependent on corridor alternatives
		• Crosswalks and Crossrides may not provide wide separation between pedestrians and cyclists	• Crossings do not provide separation between pedestrians and cyclists
		• Reduced lane widths to cross	• Lane widths become slightly larger at roundabout (overall walking distance to cross intersection is greater)
		• Opportunity for flared sidewalks	
		• No refuge median or pedestrian islands, although may not be necessary for two-lane intersection	• Refuge median or pedestrian island
Supports age friendly and accessible living	• No opportunities to promote healthy, age-friendly and accessible environments	• Complies with Accessibility for Ontarians with Disabilities Act	• May be challenging to cross for pedestrians with visual impairments with different auditory or tactile cues than signalized intersections
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	• 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	• Increased dust during construction will be controlled by an Emissions Management Plan
Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicated to exceed threshold (60dba) at some sensitive receptors • Noise barriers will be implemented where warranted	• Future sound levels are predicated to exceed threshold (60dba) at some sensitive receptors • Noise barriers will be implemented where warranted
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment			
Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Consistent with Municipal planning policies and community plans	• Consistent with Municipal planning policies and community plans
Compatible with existing and planned future land uses	• No impact on existing and planned future land uses	• Compatible with existing and planned future land uses	• Compatible with existing and planned future land uses
Avoids or reduces property impacts	• Avoids property impacts	• Moderate to high property impacts	• High property impacts

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Most major intersections adjacent to identified cultural heritage resources (2 designated under Part IV of the Ontario Heritage Act)	• Most major intersections adjacent to identified cultural heritage resources (2 designated under Part IV of the Ontario Heritage Act)
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport trucks	• Design will accommodate transport trucks
Supports local economic sustainability	• No opportunity to improve local economic sustainability	• No impact on customer access	• Potential impact on customer access to business frontages at Olde Base Line Road
	• Avoids impacts to on-street parking	• Minor to moderate parking loss:	• Moderate to high parking loss:
		• No loss of parking spaces at Olde Base Line Road	• Potential for loss of parking spaces at Olde Base Line Road
		• Loss of side street parking at Walker Road	• Loss of side street parking at Walker Road
	• No opportunity to improve streetscape and aesthetics	• Potential for improvement to streetscape and aesthetics	• Potential gateway features at Cranston Drive and Walker Road
	• Sections between north of King Street and north of Boston Mills Road, and south of Cranston Drive and Hilltop Drive are located within Prime Agricultural Area	• No impact on Prime Agricultural Areas	• Encroaches into Prime Agricultural Area at Castlederg Side Road / Boston Mills Road and Cranston Drive
		• Design will accommodate commercial trucks and farm vehicles	• Design will accommodate commercial trucks and farm vehicles
Reduces complexity of construction	• No conflicts with utilities and municipal infrastructure	• Potential utility relocation or impacts	• Utility relocation
	• No construction staging	• Minimal and temporary traffic impacts due to construction staging	• Temporary road detours may be required for staging
	• No construction cost	• Significantly less cost to construct than roundabout due to less staging, complexity and property impacts	• Significantly greater cost to construct than conventional intersection due to temporary road detours and property impacts
	• No change to operations and maintenance cost	• Greater ongoing cost to operate and maintain than roundabout	• Less ongoing cost to operate and maintain than conventional intersection
Evaluation			
	Not Carried Forward	**Preferred at Olde Base Line Road, Walker Road & Huntsmill Drive**	**Preferred at Castlederg / Boston Mills Side Road & Cranston Drive**

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Summary	Does not address problem and opportunity (included for comparison)	Effective in improving operations. Property is a constraint for roundabouts.	Provides traffic calming corridor in combination with roundabouts south of Study Area, slowing northbound traffic toward Caledon East. Roundabout eliminates offset intersection at Castlederg / Boston Mills Side Road and provides opportunity for gateway feature at Cranston Drive.

Alternatives / Criteria	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	• Constrained traffic operations in 2041, however carried forward for comparison purposes.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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 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	• Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes.	• 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.	• 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.	• Improves safety performance at Old Church Road intersection. • Increase in traffic at unsignalized exit at Parsons Avenue may affect safety.	• 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.	• Resolves safety issue at driveway. • Resolves sightline and related safety constraints at intersection.	• Improves safety performance with signals for private driveway. • Does not resolve sightline and related safety constraints.	• Improves safety performance at Old Church Road intersection. • Resolves sightline and related safety constraints.	• Improves safety performance at Old Church Road intersection. • Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	• No change to road geometrics.	• Right-in and right-out raised curb is not geometrically feasible.	• Improves driveway geometrics.	• Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot.	• 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	• Geometrically feasible.	• Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road.	• Significantly improves road geometrics.	• Significantly improves road geometrics.
Conforms to transportation planning policies and plans	• 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).	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• 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).	• 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).	• Does not support the goals of the Long Range Transportation Plan and Community Improvement Plan (i.e., does not improve road network connectivity).	• 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).	• 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).	• 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.	• 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	• Consistent with Oak Ridges Moraine Conservation Plan.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Less consistent with Oak Ridges Moraine Conservation Plan due to potential cultural heritage impacts. Potential heritage mitigation options under consideration.	• 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	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• 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.	• 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	• No opportunity to enhance natural heritage features and wildlife habitat.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunities to improve wildlife crossing.	• Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.	• 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	• No impact to risk for natural hazards.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No impact to risk for natural hazards.	• No impact to risk for natural hazards.	• No impact to risk for natural hazards.	• 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.	• 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.	• 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.	• 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.

Alternatives / Criteria	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
						• 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.

Alternatives / Criteria	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
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	• No impact to businesses. • No opportunity to improve streetscape or aesthetics. • Avoids negative impacts on cultural heritage features.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• 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.	• 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.	• 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.	• 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).	• 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.	• 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.	• 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	• No impact to goods movement corridors.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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	• No construction cost. • No change to road operations and maintenance costs. • No conflict with utilities and municipal infrastructure. • No construction staging.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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**