
























































Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive  
 Evaluation of Alternative Solutions - Summary (DRAFT)

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <b>Planning and Transportation Summary</b>	 <b>Not Preferred</b> <i>Alternative 1 is not preferred because it is inconsistent with planning objectives and would negatively impact traffic operations and safety.</i>	 <b>Preferred</b> <i>Alternative 2 is preferred because it is consistent with planning objectives and provides some improvements to safety and traffic/transit operations</i>	 <b>Preferred</b> <i>Alternative 3 is preferred because it has positive effect on all planning and transportation criteria.</i>	 <b>Neutral</b> <i>Alternative 4 is neutral because while it may improve traffic safety and traffic operations, it may negatively impact active transportation facilities.</i>	 <b>Neutral</b> <i>Alternative 5 is neutral because it does not have significant benefits within the planning and transportation criteria.</i>	 <b>Preferred</b> <i>Alternative 6 is preferred because it has either a positive or neutral effect on all planning and transportation criteria.</i>
 <b>Socio-Economic Environment Summary</b>	 <b>Neutral</b> <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 <b>Neutral</b> <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 <b>Neutral</b> <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 <b>Not Preferred</b> <i>Alternative 4 is not preferred due to potential property requirements along the regional road.</i>	 <b>Not Preferred</b> <i>Alternative 5 is not preferred due to property requirements where widening is required.</i>	 <b>Neutral</b> <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>
 <b>Healthy Community Summary</b>	 <b>Not Preferred</b> <i>Alternative 1 is not preferred because it is not compatible with the healthy community criteria.</i>	 <b>Preferred</b> <i>Alternative 2 is preferred because it encourages active transportation, provides options for accessibility, and improves air quality compared to “do nothing”.</i>	 <b>Preferred</b> <i>Alternative 3 is preferred because it provides an opportunity to incorporate improvements that will aid active transportation and accessibility and improves air quality compared to “do nothing”.</i>	 <b>Not Preferred</b> <i>Alternative 4 is not preferred because of negative impacts on active transportation and accessibility.</i>	 <b>Neutral</b> <i>Alternative 5 is considered neutral because of limited opportunity to incorporate improvements that will aid active transportation and accessibility.</i>	 <b>Neutral</b> <i>Alternative 6 is considered neutral because, while the design of the extension could accommodate accessibility, it will likely not encourage use of active transportation.</i>
 <b>Natural Environment Summary</b>	 <b>Neutral</b> <i>The alternative will have no or minimal impacts on the natural environment, although will have higher GHG emissions compared to alternatives 2, 3 and 4.</i>	 <b>Preferred</b> <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 <b>Preferred</b> <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 <b>Preferred</b> <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 <b>Neutral</b> <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>	 <b>Neutral</b> <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>
 <b>Cultural Environment Summary</b>	 <b>Preferred</b> <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 <b>Preferred</b> <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 <b>Preferred</b> <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 <b>Not Preferred</b> <i>Alternative is not preferred because of potential impacts to Moore’s Cemetery.</i>	 <b>Preferred</b> <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 <b>Preferred</b> <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>
 <b>Technical Summary</b>	 <b>Preferred</b> <i>Alternative is preferred due to avoidance of construction.</i>	 <b>Preferred</b> <i>Alternative is preferred due to avoidance of construction</i>	 <b>Neutral</b> <i>Alternative is considered neutral because construction is feasible with minimal changes required to stormwater and utilities.</i>	 <b>Not Preferred</b> <i>Alternative is not preferred given the complexity of the widening and changes required to the stormwater system and utilities.</i>	 <b>Not Preferred</b> <i>Alternative is not preferred because construction of somewhat complex feasibility and impacts to stormwater and utilities.</i>	 <b>Neutral</b> <i>Alternative is considered neutral because construction is feasible with the opportunity to incorporate any new utilities into the design. However, stormwater collection may be required.</i>
 <b>Cost Summary</b>	 <b>Preferred</b> <i>Alternative is preferred due to low costs and no property acquisition.</i>	 <b>Preferred</b> <i>Alternative is preferred due to low costs and minimal property acquisition.</i>	 <b>Neutral</b> <i>Alternative is neutral due to moderate capital and maintenance costs.</i>	 <b>Not Preferred</b> <i>Alternative is not preferred due to high capital and maintenance costs and required property acquisition.</i>	 <b>Not Preferred</b> <i>Alternative is not preferred due to high capital costs and required property acquisition.</i>	 <b>Neutral</b> <i>Alternative is neutral due to high capital costs, but no property acquisition required.</i>
<b>Overall Summary</b>	 <b>Not Preferred</b> <i>Alternative 1 is not preferred due to its inconsistency with planning objectives and negative air quality impacts.</i>	 <b>Preferred</b> <i>Alternative 2 is preferred due to its consistency with planning objectives, promotion of active transportation and avoidance of construction.</i>	 <b>Preferred</b> <i>Alternative 3 is preferred because it has generally positive results for the evaluation criteria.</i>	 <b>Not Preferred</b> <i>Alternative 4 is not preferred due to its inconsistency with planning objectives, property impacts and anticipated costs.</i>	 <b>Not Preferred</b> <i>Alternative 5 is not preferred due to its lack of project benefits and anticipated costs.</i>	 <b>Neutral</b> <i>Alternative 6 is considered neutral because its construction will not have any significant impacts, but it will not have any significant traffic management benefits.</i>