





















**Appendix I – Detailed Evaluation of Group 3-4 Alternatives**

CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	Alternative 3-1 Widen Existing Highway 26 	Alternative 3-2 Widen Highway 26 & Improve Local Roadways 	Alternative 3-3 Widen Highway 26 & Local Road Bypasses 	Alternative 4-1A Widen Highway 26 & Highway Bypasses North/South of Airport Road 	Alternative 4-1B Widen Highway 26 & Highway Bypasses South of Stayner 	Alternative 4-2 New Highway 26 Corridor 
Natural Environment	Fish and Fish Habitat	Potential to affect fish habitat and fish community	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 138 watercourse crossing improvements required                             <ul style="list-style-type: none"> <li>5 coldwater (including 1 at Beaver River)</li> <li>5 warmwater</li> <li>128 unknown</li> <li>12 identified as spawning areas/ fish nurseries</li> </ul> </li> <li>Some mitigation opportunities through enhancement of existing crossings (i.e., improving migration potential)</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 165 watercourse crossing improvements required                             <ul style="list-style-type: none"> <li>7 coldwater (including 1 at Beaver River)</li> <li>9 warmwater</li> <li>149 unknown</li> <li>21 identified as spawning areas /fish nurseries</li> </ul> </li> <li>Some mitigation opportunities through enhancement of existing crossings (i.e., improving migration potential)</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 177 watercourse crossing improvements required                             <ul style="list-style-type: none"> <li>18 coldwater (including 1 at Beaver River)</li> <li>4 warmwater</li> <li>155 unknown</li> <li>16 identified as spawning areas/ fish nurseries</li> </ul> </li> <li>Some mitigation opportunities through enhancement of existing crossings (i.e., improving migration potential)</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 111 to 131 watercourse crossing improvements and/or new crossings required                             <ul style="list-style-type: none"> <li>3 to 5 coldwater (including 1 at Beaver River)</li> <li>6 warmwater</li> <li>102 to 122 unknown</li> <li>9 to 19 identified as spawning areas/ fish nurseries</li> </ul> </li> <li>Some mitigation opportunities through enhancement of existing crossings (i.e., improving migration potential) and new crossings</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 114 watercourse crossing improvements and/or new crossings required                             <ul style="list-style-type: none"> <li>3 coldwater (including 1 at Beaver River)</li> <li>6 warmwater</li> <li>105 unknown</li> <li>14 identified as spawning areas/ fish nurseries</li> </ul> </li> <li>Some mitigation opportunities through enhancement of existing crossings (i.e., improving migration potential) and new crossings</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 81 to 101 new watercourses crossings required (including 1 at Beaver River)                             <ul style="list-style-type: none"> <li>10 to 13 coldwater (including 1 at Beaver River)</li> <li>1 to 2 warmwater</li> <li>60 to 90 unknown</li> <li>7 to 10 identified as spawning areas/ fish nurseries</li> </ul> </li> <li>Improved potential to mitigate impacts and identify enhancement opportunities with new crossings through route planning and/or design</li> </ul>
		Potential to affect current aquatic Species At Risk (SAR)	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available Department of Fisheries and Oceans (DFO) mapping (2011)</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available DFO mapping (2011)</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available DFO mapping (2011)</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available DFO mapping (2011)</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available DFO mapping (2011)</li> </ul>	<ul style="list-style-type: none"> <li>No current aquatic SAR identified based on available DFO mapping (2011)</li> </ul>
	Terrestrial Ecosystems	Potential to affect Provincially and Locally Significant Wetlands (PSW / LSW)	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 1 hectare (ha) of PSWs (Silver Creek)</li> <li>Potential to displace approximately 13 ha of LSWs (i.e., 12.5 ha of Wasaga Low Lands and 0.5 ha of Strongville Swamp LSWs)</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 9.5 ha of LSWs (i.e., 9 ha of Wasaga Low Lands and 0.5 ha of Strongville Swamp)</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 10 ha of LSWs (i.e., 9 ha of Wasaga Low Lands, 0.5 ha of Strongville Swamp 0.5 ha of wetlands within Grey County)</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 1.5 ha to 2 ha of PSWs (Silver Creek)</li> <li>Potential to displace approximately 16 ha to 22 ha of LSWs (i.e., 15 ha to 21 ha of Wasaga Low Lands, up to 0.5 ha of Strongville Swamp and 0.5 ha of wetlands within Grey County)</li> <li>Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 1.5 ha of PSWs (Silver Creek)</li> <li>Potential to displace approximately 20 ha of LSWs (i.e., 20 ha of Wasaga Low Lands, &lt;0.5 ha of Strongville Swamp)</li> <li>Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 13 ha to 22 ha of LSWs (i.e., 12.5 ha to 21.5 ha of Wasaga Low Lands and 0.5 ha of Strongville Swamp)</li> <li>Some impacts may be avoided through route planning and/or design</li> </ul>









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		<p><b>Potential to affect significant forest and vegetation communities</b></p> <ul style="list-style-type: none"> <li>• significant wildlife habitat and wildlife movement opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• No effect</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 6 ha of wooded areas (i.e., 3 ha within Grey County (composition and sensitivity not known), and 3 ha within Simcoe County, including 4 plantation areas)</li> <li>• Potential to displace approximately 1 ha of designated Natural Heritage Linkage area, east of County Road 7</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 11 ha of wooded areas (i.e., 7 ha within Grey County (composition and sensitivity not known) and 4 ha within Simcoe County, including 5 plantation areas)</li> <li>• Potential to displace approximately 1 ha of designated Natural Heritage Linkage area, east of County Road 7</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 19 ha of wooded areas (i.e., 14.5 ha within Grey County (composition and sensitivity not known) and 4.5 ha within Simcoe County, including 5 plantation areas)</li> <li>• Potential to displace approximately 1.5 ha of designated Natural Heritage Linkage area, east of County Road 7</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 42 ha to 48 ha of wooded areas (i.e., up to 23 ha within Grey County (composition and sensitivity not known) and 19 ha to 25 ha within Simcoe County, including 3 to 4 plantation areas)</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 27 ha of wooded areas (i.e., minimal effects within Grey County (composition and sensitivity not known) and 27 ha within Simcoe County, including 5 plantation areas)</li> <li>• Potential to displace approximately 1 ha of designated Natural Heritage Linkage area, east of County Road 7</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to displace approximately 47 ha to 59 ha of wooded areas (i.e., 29 ha to 40 ha within Grey County (composition and sensitivity not known) and 18 ha to 19 ha within Simcoe County, including 3 to 7 plantation areas)</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>
		<p><b>Potential to affect current SAR (Flora &amp; Fauna)</b></p>	<ul style="list-style-type: none"> <li>• No effect</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 6 areas noted for presence of current SAR</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 4 areas noted for presence of current SAR</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 4 areas noted for presence of current SAR</li> <li>• Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 2 to 3 areas noted for presence of current SAR</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 2 areas noted for presence of current SAR</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>• Intersects 1 area noted for presence of current SAR</li> <li>• Some impacts may be avoided through route planning and/or design</li> </ul>
	<p><b>Groundwater</b></p>	<p><b>Potential to affect designated groundwater resources, such as recharge areas</b></p>	<ul style="list-style-type: none"> <li>• No effect</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water Source Protection Areas (SPAs)</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 40% of proposed improvements within municipal service area</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water SPAs</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 40% of proposed improvements situated within municipal service area</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water SPAs</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 20% of proposed improvements situated within municipal service area</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water SPAs</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 10% of proposed improvements situated within municipal service area</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water SPAs</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 10% of proposed improvements situated within municipal service area</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the South Georgian Bay Lake Simcoe and Grey Sauble Drinking Water SPAs</li> <li>• Study Area population generally relies on groundwater sources, with exception of Collingwood</li> <li>• Approximately 5% of proposed improvements situated within municipal service area</li> </ul>
	<p><b>Surface Water</b></p>	<p><b>Potential to affect surface water quantity and quality in watershed drainage systems</b></p>	<ul style="list-style-type: none"> <li>• No effect</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• Proposed increase in paved surface area</li> <li>• Potential for impacts associated with road salt distribution</li> <li>• Limited opportunity to</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• Proposed increase in paved surface area</li> <li>• Potential for impacts associated with road salt distribution</li> <li>• Limited opportunity to</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• Proposed increase in paved surface area</li> <li>• Potential for impacts associated with road salt distribution</li> <li>• Limited opportunity to</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• High proposed increase in paved surface area</li> <li>• High potential for impacts associated with road salt distribution</li> <li>• Improved potential to introduce</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• High proposed increase in paved surface area</li> <li>• High potential for impacts associated with road salt distribution</li> <li>• Improved potential to introduce</li> </ul>	<ul style="list-style-type: none"> <li>• Located within the Little Beaver River, Beaver River, Indian Brook, Lake Fringe and Lower Nottawasaga watersheds</li> <li>• High proposed increase in paved surface area</li> <li>• High potential for impacts associated with road salt distribution</li> <li>• Improved potential to introduce</li> </ul>









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				introduce water management facilities • Temporary Limited Interest (TLI) may be required to permit mitigation	introduce water management facilities • TLI may be required to permit mitigation	introduce water management facilities • TLI may be required to permit mitigation	water management facilities	water management facilities	water management facilities
	Designated Natural Areas	Potential to affect designated natural areas (as defined through legislation, policies, or approved management plans to have special value)	• No effect	• Potential to displace approximately 1 ha of special policy area, Grey County • Limited mitigation opportunities	• Potential to displace approximately 3 ha of special policy area, Grey County • Potential to displace approximately 3 ha of the Niagara Escarpment Plan Area • Limited mitigation opportunities	• Potential to displace approximately 30 ha of the Niagara Escarpment Plan Area • Limited mitigation opportunities	• Potential to displace approximately 1 ha of special policy area, Grey County • Some impacts may be avoided through route planning and/or design	• No known effect on special policy areas / designated natural areas.	• Potential to displace approximately 0 ha to 7 ha of special policy area, Grey County • Potential to displace approximately 25 ha to 28 ha of the Niagara Escarpment Plan Area • In proximity to the Banks Moraine Earth Science ANSI (north bypass) • Some impacts may be avoided through route planning and/or design
<b>Natural Environment Summary</b>			<b>MOST PREFERRED</b>  This alternative is most preferred because it has the least potential to affect: - Fish and Fish Habitat - Terrestrial Ecosystems - Groundwater - Surface Water - Designated Natural Areas	<b>MODERATELY-MOST PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 138 watercourses - Potential to displace approximately 1 ha of PSWs, 13 of LSWs, 6 ha of wooded areas and 1 ha of Natural Heritage Linkage - Intersects the greatest number of areas noted for the presence of current SAR (i.e., 6 areas) <i>Limited opportunity to avoid impacts in association with this alternative</i>	<b>MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 165 watercourses - Potential to displace approximately 9 ha of LSWs, 11 ha of wooded areas, 1 ha of Natural Heritage Linkage Areas, 3 ha of special policy areas and 3 ha of Niagara Escarpment Plan Area - Intersects 4 areas noted for the presence of current SAR <i>Limited opportunity to avoid impacts in association with this alternative</i>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 177 watercourses - Potential to displace approximately 10 ha LSWs, 19 ha of wooded areas, 1 ha of Natural Heritage Linkage Areas and 30 ha of the Niagara Escarpment Plan area - Intersects 4 areas noted for the presence of current SAR <i>Limited opportunity to avoid impacts in association with this alternative</i>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 111-131 watercourses - Potential to displace up to 2 ha of PSWs, 22 ha of LSWs and 48 ha of wooded areas - Intersects up to 3 areas noted for the presence of current SAR <i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i>	<b>MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 114 watercourses - Potential to displace approximately 1.5 ha of PSWs, 20 ha of LSWs and 27 ha of wooded areas - Intersects approximately 2 areas noted for the presence of current SAR <i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: - Traverses approximately 81 to 101 watercourses - Potential to displace approximately 22 ha of LSWs and up to 59 ha of wooded areas, 7 ha of special policy areas and 28 ha of the Niagara Escarpment Plan Area <i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i>









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<b>Socio-Economic Environment</b>	<b>Land Use Planning Policies, Plans, Goals, and Objectives</b>	<b>Potential to support federal / provincial land use policies / plans / goals / objectives (Niagara Escarpment Plan, Provincial Policy Statement)</b>	<ul style="list-style-type: none"> <li>Not consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Avoids the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Avoids the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Slightly encroaches onto the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Significantly encroaches onto the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Not consistent with the provincial Growth Plan as it could encourage growth outside the existing Growth Centres identified in the provincial Growth Plan</li> <li>Avoids the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies related to the safe and efficient movement of people and goods</li> <li>Not consistent with the provincial Growth Plan as it could encourage growth outside the existing Growth Centres identified in the provincial Growth Plan</li> <li>Avoids the Niagara Escarpment Plan Area</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with PPS policies for safe and efficient movement of people and goods</li> <li>Not consistent with the provincial Growth Plan as it could encourage growth outside the existing Growth Centres identified in the provincial Growth Plan</li> <li>Significantly encroaches onto the Niagara Escarpment Plan Area</li> </ul>
		<b>Potential to support municipal / local land use planning objectives / policies / plans / goals (Town of Collingwood, The Town of The Blue Mountains and Township of Clearview Official Plans)</b>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Consistent with land use designations and associated policies</li> <li>Inconsistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond the boundaries of the Town and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Consistent with land use designations and associated policies</li> <li>Consistent with its intent to preserve the scenic, natural, cultural and heritage amenities and discourage ribbon development (i.e., away from development areas)</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Consistent with land use designations and associated policies</li> <li>Consistent with goal to preserve and/or protect scenic, natural, cultural and</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Consistent with land use designations and associated policies</li> <li>Inconsistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond the boundaries of the Town and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Residential, Deferred Development, Open Space/Pedestrian Linkage, Niagara Escarpment, Village and Recreation/Commercial)</li> <li>Inconsistent with intent to preserve scenic, natural, cultural and heritage amenities, however consistent with intent to discourage ribbon development</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Consistent with land use designations and associated policies</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Residential, Resort Shopping, Rural Residential and Industrial)</li> <li>Inconsistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond the boundaries of the Town and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Residential, Deferred Development, Open Space/Pedestrian Linkage, Niagara Escarpment, Village and Recreation/Commercial)</li> <li>Inconsistent with intent to preserve the scenic, natural, cultural and heritage amenities and discourage ribbon development</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Residential, Resort Shopping and Industrial)</li> <li>Inconsistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond the boundaries of the Town and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Rural, Resort Commercial, Agriculture, Special Agriculture and Hazard Lands)</li> <li>Inconsistent with intent to preserve scenic, natural, cultural and heritage amenities</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Rural, Residential, Rural Residential, Recreational and Environmental Protection)</li> <li>Consistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its boundaries and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Village Residential, Hazard, Special Agriculture, Deferred Development and Open space/Pedestrian Linkage)</li> <li>Inconsistent with intent to preserve scenic, natural, cultural and heritage amenities</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with land use designations and associated policies (including Greenland, Agriculture and Rural)</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Rural, Rural Residential and Environmental Protection)</li> <li>Consistent with intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its boundaries and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Special Agriculture, Hazard, Village Residential, Deferred Development and Open space/Pedestrian Linkage)</li> <li>Inconsistent with intent to preserve scenic, natural, cultural and heritage amenities</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with land use designations and associated policies (including Greenland and Agriculture)</li> </ul>	<p><i>Town of Collingwood Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with some land use designations and associated policies (including Residential, and Industrial)</li> <li>Consistent with Collingwood's intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its boundaries and reduce the need to improve local roadways</li> </ul> <p><i>Town of The Blue Mountains Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with land use designations and associated policies (including Greenland, Agriculture and Rural)</li> <li>Inconsistent with its intent to preserve the scenic, natural, cultural and heritage amenities and discourage ribbon development</li> </ul> <p><i>Township of Clearview Official Plan</i></p> <ul style="list-style-type: none"> <li>Inconsistent with land use designations and associated policies (including Greenland, Agriculture and Rural)</li> <li>Inconsistent with development goal to enable growth in a</li> </ul>









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			heritage amenities <ul style="list-style-type: none"> <li>Consistent with intent to protect agricultural/farm-related uses from encroachment</li> </ul>	<ul style="list-style-type: none"> <li>Consistent with intent to protect agricultural/farm-related uses from encroachment</li> <li>Inconsistent with its intent to preserve cultural (including architectural) heritage resources (i.e., commercial core areas)</li> </ul>	Commercial, Future Development and Rural) <ul style="list-style-type: none"> <li>Inconsistent with development goal to enable growth in a manner which protects the Township's natural environment and agricultural industry, while maintaining rural character</li> <li>Inconsistent with intent to protect agricultural/farm-related uses from encroachment</li> <li>Consistent with intent to preserve cultural (including architectural) heritage resources (i.e., heritage districts/commercial core areas)</li> </ul>	use designations and associated policies (including Commercial, Future Development and Rural) <ul style="list-style-type: none"> <li>Inconsistent with development goal to enable growth in a manner which protects the Township's natural environment and agricultural industry, while maintaining rural character</li> <li>Inconsistent with intent to protect agricultural/farm related uses from encroachment</li> <li>Consistent with intent to preserve cultural (including architectural) heritage resources (i.e., heritage districts/commercial core areas)</li> </ul>	<ul style="list-style-type: none"> <li>Inconsistent with development goal to enable growth in a manner which protects the Township's natural environment and agricultural industry, while maintaining rural character</li> <li>Inconsistent with intent to protect agricultural/farm related uses from encroachment</li> <li>Inconsistent with goal to preserve and/or protect scenic, natural resources</li> <li>Consistent with intent to preserve cultural (including architectural) heritage resources (i.e., heritage districts/commercial core areas)</li> </ul>	<ul style="list-style-type: none"> <li>Inconsistent with development goal to enable growth in a manner which protects the Township's natural environment and agricultural industry, while maintaining rural character</li> <li>Inconsistent with intent to protect agricultural/farm related uses from encroachment</li> <li>Inconsistent with goal to preserve and/or protect scenic, natural resources</li> <li>Consistent with intent to preserve cultural (including architectural) heritage resources (i.e., heritage districts/commercial core areas)</li> </ul>	manner which protects the Township's natural environment and agricultural industry, while maintaining rural character <ul style="list-style-type: none"> <li>Inconsistent with intent to protect agricultural/farm related uses from encroachment</li> <li>Inconsistent with goal to preserve and/or protect scenic, natural resources</li> <li>Consistent with intent to preserve cultural (including architectural) heritage resources (i.e., heritage districts/commercial core areas)</li> </ul>
	Land Use / Community	Potential to affect existing and approved development areas	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Traverses the existing developed areas of Stayner, Collingwood and Thornbury</li> <li>Potential to affect 9 development application areas</li> </ul>	<ul style="list-style-type: none"> <li>Avoids the existing developed areas of Stayner, Collingwood and Thornbury</li> <li>Traverses the existing developed areas of Clarksburg</li> <li>Potential to affect 11 development application areas</li> </ul>	<ul style="list-style-type: none"> <li>Avoids the existing developed areas of Stayner, Collingwood and Thornbury</li> <li>Traverses the existing developed area of Clarksburg</li> <li>Potential to affect 4 development application areas</li> </ul>	<ul style="list-style-type: none"> <li>Avoids the existing developed areas of Thornbury, Collingwood, Clarksburg and Stayner</li> <li>Potential to affect 7 to 15 development application areas</li> </ul>	<ul style="list-style-type: none"> <li>Avoids the existing developed areas of Stayner, Collingwood, Clarksburg and Thornbury</li> <li>Potential to affect 5 development application areas</li> </ul>	<ul style="list-style-type: none"> <li>Avoids the existing developed areas of Thornbury, Clarksburg, Collingwood and Stayner</li> <li>Potential to affect 3 to 6 development application areas</li> </ul>
		Potential to affect major community facilities and institutions	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 5 community and/or institutional facilities</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 1 institution</li> <li>Potential to impact 2 community facilities and 1 planned community facility</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 1 institution</li> <li>Potential to impact 2 community facilities</li> </ul>	<ul style="list-style-type: none"> <li>Potential to affect Grey TAPS facility property (Clarksburg Depot/Sign Shop)</li> </ul>	<ul style="list-style-type: none"> <li>No known effects</li> </ul>	<ul style="list-style-type: none"> <li>No known effects</li> </ul>









CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	<b>Alternative 3-1</b> Widen Existing Highway 26 	<b>Alternative 3-2</b> Widen Highway 26 & Improve Local Roadways 	<b>Alternative 3-3</b> Widen Highway 26 & Local Road Bypasses 	<b>Alternative 4-1A</b> Widen Highway 26 & Highway Bypasses North/South of Airport Road 	<b>Alternative 4-1B</b> Widen Highway 26 & Highway Bypasses South of Stayner 	<b>Alternative 4-2</b> New Highway 26 Corridor 
		<b>Potential to affect tourist areas and attractions</b>	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 30 ha of the Niagara Escarpment Recreation Area,</li> <li>Located adjacent to the Pretty River Conservation Area</li> <li>Intersects with the Georgian, Ganaraska and Simcoe Trail systems</li> <li>Traverses Craigeleith Provincial Park</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 44 ha of the Niagara Escarpment Recreation Area</li> <li>Intersects with the Georgian and Simcoe Trail systems</li> <li>Traverses the Blue Mountain resort community</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 5 ha of the Niagara Escarpment Recreation Area</li> <li>Intersects with the Simcoe and Bruce Trail systems</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 35 ha of the Niagara Escarpment Recreation Area</li> <li>Intersects with the Ganaraska, Simcoe, Bruce and Georgian Trail systems</li> <li>Potential to impact Cranberry Resort and Blue Mountain Golf Club</li> <li>Potential to impact 1 conservation area (Clendenan Conservation Area)</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 35 ha of the Niagara Escarpment Recreation Area</li> <li>Intersects with the Collingwood, Bruce, Clearview Rail and Georgian Trail systems</li> <li>Potential to impact Cranberry Resort and Blue Mountain Golf Club</li> <li>Potential to impact 1 conservation area (Clendenan Conservation Area)</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 13 ha to 14 ha of the Niagara Escarpment Recreation Area</li> <li>Intersects with the Bruce, Ganaraska and Simcoe Trail systems</li> <li>Potential to impact 1 conservation area (Clendenan Conservation Area)</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>
		<b>Potential to affect existing residential dwellings</b>	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 100 existing residences</li> <li>Proximity affects use and enjoyment of greatest number of existing residences</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 50 residences</li> <li>Proximity affects use and enjoyment of several existing residences</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 25 residences</li> <li>Proximity affects use and enjoyment of several existing residences</li> <li>Some opportunities to mitigate through design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 10 to 40 residences</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 55 residences</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 10 to 50 residences</li> <li>Proximity affects use and enjoyment of several existing residences</li> <li>Improved opportunities to mitigate through route planning and design</li> </ul>
		<b>Potential to affect business commercial core areas and pass-through dependent businesses</b>	<ul style="list-style-type: none"> <li>Anticipated increase in traffic and congestion within communities may deter business patrons</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 115 businesses</li> <li>Encroaches onto several existing commercial properties</li> <li>Potential to displace majority of Stayner commercial core</li> <li>Anticipated increase in traffic and congestion within communities may deter business patrons</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 10 businesses</li> <li>Local road improvements may impact few pass-through traffic dependent businesses within Collingwood</li> <li>Introduces patrons to Clarksburg commercial core and may provide opportunity to implement services</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 5 businesses</li> <li>Local road improvements anticipated to impact pass-through traffic dependent businesses within Craigeleith, and few within Collingwood</li> <li>Provides opportunity to implement community improvement initiatives within commercial core areas</li> <li>Introduces patrons to Clarksburg commercial core and may provide opportunity to implement services</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 2 businesses</li> <li>Moderate decrease in traffic through communities anticipated to impact few pass-through dependent businesses within Thornbury and Collingwood</li> <li>Proximity of proposed bypass maintains access to commercial core areas</li> <li>Provides opportunity to implement community improvement initiatives within commercial core areas</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 2 business</li> <li>Moderate decrease in traffic through communities anticipated to impact few pass-through businesses within Thornbury and Collingwood</li> <li>Proximity of proposed bypass maintains access to commercial core areas</li> <li>Provides opportunity to implement community improvement initiatives within commercial core areas</li> </ul>	<ul style="list-style-type: none"> <li>No displacement of businesses anticipated</li> <li>Greatest decrease in traffic through communities anticipated. Impacts to highest number of pass-through traffic dependent businesses expected</li> <li>Proximity of proposed bypass furthest from existing commercial core areas. May encourage businesses to relocate and/or deter patron visits</li> <li>Provides opportunity to implement community improvement initiatives within commercial core areas</li> </ul>









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	Agriculture	Potential to affect areas of Canada Land Inventory (CLI) Classes 1, 2 and 3 soils	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 91 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 152 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 194 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 164 to 191 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 203 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 191 to 218 ha of CLI Classes 1, 2 and/or 3 soils</li> </ul>
		Potential to affect specialty crop areas	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>No known effect on specialty crop areas within Grey County</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 5 ha of specialty crop areas within Grey County</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 19 ha of specialty crop areas within Grey County</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 22 ha to 25 ha of specialty crop areas within Grey County</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 22 ha of specialty crop areas within Grey County</li> </ul>	<ul style="list-style-type: none"> <li>Potential to displace approximately 28 ha to 33 ha of specialty crop areas within Grey County</li> <li>May affect specialty crop cultivation operations within the Niagara Escarpment Area</li> </ul>
	Noise	Potential to affect Noise Sensitive Areas (NSAs) (i.e., rural recreational areas, wilderness, agricultural, residential, institutional, etc.)	<ul style="list-style-type: none"> <li>Increased noise levels associated with anticipated growth in traffic congestion/reduced flow</li> <li>Impacts to high number of NSAs situated along existing Highway 26 corridor anticipated in association with increased traffic volumes</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to NSAs situated along existing Highway 26 corridor anticipated</li> <li>Widening increases traffic volumes by 103% in Stayner, 6% in Collingwood and 22% in Thornbury when compared to 'Do Nothing'</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Traverses and/or in proximity to several existing NSAs</li> <li>NSAs situated along existing Highway 26 corridor may benefit from reduced noise due to lower volumes</li> <li>Improvements increase traffic volumes by 2% in Thornbury, however decrease by 1% in Stayner and 13% in Collingwood when compared to 'Do Nothing'</li> <li>Some mitigation opportunities through design</li> </ul>	<ul style="list-style-type: none"> <li>Traverses and/or in proximity to several existing NSAs</li> <li>NSAs situated along existing Highway 26 corridor may benefit from reduced noise due to lower volumes</li> <li>Improvements decrease traffic volumes by 3% in Stayner and 14% in Collingwood when compared to 'Do Nothing'</li> <li>Some mitigation opportunities through design</li> </ul>	<ul style="list-style-type: none"> <li>Traverses and/or in proximity to several existing NSAs</li> <li>NSAs situated along portions of existing Highway 26 corridor may benefit from reduced noise due to lower volumes</li> <li>Improvements decrease traffic volumes by up to 6% in Stayner, 31% in Collingwood and 27% in Thornbury when compared to 'Do Nothing'</li> <li>Improved potential to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Traverses and/or in proximity to several existing NSAs</li> <li>NSAs situated along portions of existing Highway 26 corridor may benefit from reduced noise due to lower volumes</li> <li>Improvements decrease traffic volumes by 11% in Stayner, 33% in Collingwood and 26% in Thornbury when compared to 'Do Nothing'</li> <li>Improved potential to mitigate through route planning and design</li> </ul>	<ul style="list-style-type: none"> <li>Traverses and/or in proximity to several existing NSAs</li> <li>NSAs situated along existing Highway 26 corridor may benefit from reduced noise due to lower volumes. Improvements decrease traffic volumes by 2% in Stayner, 33% in Collingwood and 53% in Thornbury when compared to 'Do Nothing'</li> <li>Improved potential to mitigate through route planning and design</li> </ul>
	Air Quality	Potential to affect local air quality for sensitive receptors	<ul style="list-style-type: none"> <li>Capacity and congestion along existing Highway 26 corridor anticipated to increase vehicle idling/emissions</li> <li>Numerous sensitive receptors (i.e., pedestrians, retirement facilities and residential and institutional buildings) situated in proximity to existing Highway 26 corridor likely to be impacted</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion along existing Highway 26 corridor anticipated due to widening</li> <li>Traffic volumes expected to increase vehicle emissions</li> <li>Widening anticipated to increase traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner increases 103%</li> <li>Collingwood increases 6%</li> <li>Thornbury increases 22%</li> </ul> </li> <li>Numerous sensitive receptors (i.e., pedestrians, retirement facilities and residential and institutional buildings) situated in proximity to existing Highway 26 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion and slight reduction in volume anticipated along existing Highway 26 corridor expected to reduce vehicle idling/emissions</li> <li>Improvements anticipated to increase traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner decreases 1%</li> <li>Collingwood decreases 13%</li> <li>Thornbury increases 2%</li> </ul> </li> <li>Sensitive receptors (i.e., residential and institutional buildings) situated in proximity to improved local roadways</li> </ul>	<ul style="list-style-type: none"> <li>Reduced congestion and slight reduction in volume anticipated along existing Highway 26 corridor expected to reduce vehicle idling/emissions</li> <li>Improvements anticipated to increase traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner decreases 3%</li> <li>Collingwood decreases 14%</li> <li>Thornbury = no change</li> </ul> </li> <li>Sensitive receptors (i.e., residential and institutional buildings) situated in proximity to improved local roadways</li> </ul>	<ul style="list-style-type: none"> <li>Sensitive receptors (i.e., residential and institutional buildings) situated in proximity to improved local roadways and/or new corridor may be impacted</li> <li>Improvements anticipated to increase traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner decreases up to 6%</li> <li>Collingwood decreases up to 31%</li> <li>Thornbury decreases up to 27%</li> </ul> </li> <li>Sensitive receptors (residential buildings) most likely to benefit from reduced flow anticipated in most areas along existing Highway 26 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Sensitive receptors (i.e., residential and institutional buildings) situated in proximity to improved local roadways and/or new corridor may be impacted</li> <li>Improvements anticipated to affect traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner decreases 11%</li> <li>Collingwood decreases 33%</li> <li>Thornbury decreases 26%</li> </ul> </li> <li>Sensitive receptors (residential buildings) most likely to benefit from reduced flow anticipated in most areas along existing Highway 26 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Sensitive receptors (i.e., residential and institutional buildings) situated in proximity to improved local roadways and/or new corridor may be impacted</li> <li>Improvements anticipated to increase traffic volumes by:                             <ul style="list-style-type: none"> <li>Stayner decreases 2%</li> <li>Collingwood decreases 33%</li> <li>Thornbury decreases 53%</li> </ul> </li> <li>Sensitive receptors (residential buildings) most likely to benefit from reduced flow anticipated in most areas along existing Highway 26 corridor</li> </ul>









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	Land Use / Resources	Potential to affect aggregate and mineral resources sites	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Encroaches onto aggregate extraction site</li> <li>Impacts may be avoided through design</li> </ul>	<ul style="list-style-type: none"> <li>Encroaches onto aggregate extraction site</li> <li>Impacts may be avoided through design</li> </ul>	<ul style="list-style-type: none"> <li>Encroaches onto aggregate extraction site</li> <li>Impacts may be avoided through design</li> </ul>	<ul style="list-style-type: none"> <li>In proximity to 1 designated Resource Extraction area, Clarksburg (south bypass)</li> <li>Impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>In proximity to 1 designated Resource Extraction area, Clarksburg (south bypass)</li> <li>Impacts may be avoided through route planning and/or design</li> </ul>	<ul style="list-style-type: none"> <li>Potential to disrupt portion of a designated Resource Extraction area, Clarksburg (north bypass)</li> <li>Impacts may be avoided through route planning and/or design</li> </ul>
	Major Infrastructure / Facilities	Potential to affect major power lines, airports, railroads, landfill sites, other public/municipal infrastructure/facilities	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>No known effects</li> </ul>	<ul style="list-style-type: none"> <li>Traverses 2 utility lines</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Traverses 2 utility lines</li> <li>Limited mitigation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Traverses 2 utility lines</li> <li>In proximity to Collingwood Airport</li> <li>Some impacts may be avoided through route planning</li> </ul>	<ul style="list-style-type: none"> <li>Traverses 3 utility lines</li> <li>Some impacts may be avoided through route planning</li> </ul>	<ul style="list-style-type: none"> <li>Traverses 2 utility lines (including 1 major utility line at Hurontario Street)</li> <li>In proximity to Collingwood Airport</li> <li>Some impacts may be avoided through route planning</li> </ul>
<b>Socio-Economic Environment Summary</b>			<p><b>MOST PREFERRED</b></p> <p>This alternative is most preferred because it has the least potential to affect:</p> <ul style="list-style-type: none"> <li>Niagara Escarpment Plan Area</li> <li>Local land use designations and/or policies and goals to preserve and/or protect scenic, natural, cultural and heritage resources and farm-related uses from encroachment</li> <li>Future Development Areas</li> <li>Specialty Crop Areas and CLI classified soils</li> <li>Aggregate Resource Sites</li> <li>Major infrastructure facilities</li> <li>Tourist areas and attractions</li> <li>Existing community and institutional facilities, businesses and existing residences</li> </ul>	<p><b>LEAST-MODERATELY PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Inconsistent with local policy intent to preserve and/or protect cultural (archaeological) and heritage resources</li> <li>Potential to displace the highest number of community and/or institutional facilities (i.e., approximately 5), residential dwellings (i.e., approximately 100) and businesses (i.e., approximately 115)</li> <li>Highest number of sensitive receptors in proximity to proposed improvements</li> <li>Significantly encroaches designated Niagara Escarpment Recreation Area (i.e., 30 ha)</li> </ul> <p><i>Limited opportunity to avoid impacts in association with this alternative</i></p>	<p><b>LEAST PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Inconsistent with some local land use designations and/or policies</li> <li>Inconsistent with local policy to preserve natural heritage features and protect farm-related uses from encroachment (i.e., potential to displace approximately 152 ha of CLI 1, 2 or 3 class soils and 4.5 ha of specialty crop areas)</li> <li>Potential to affect 11 future development areas</li> <li>Anticipated to displace high number of residential dwellings and businesses (i.e., approximately 50 and 10, respectively)</li> <li>Significantly encroaches designated Niagara Escarpment Recreation Area (i.e., 44 ha)</li> <li>Traverses resort community</li> </ul> <p><i>Limited opportunity to avoid impacts in association with this alternative</i></p>	<p><b>LEAST-MODERATELY PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Inconsistent with some federal and provincial policy (i.e., significantly encroaches the Niagara Escarpment Plan Area)</li> <li>Inconsistent with local land use designation and associated policies and goal to protect natural, cultural and heritage resources</li> <li>Inconsistent intent to protect farm-related uses from encroachment (displaces approximately 194 ha of CLI Class 1, 2, and/or 3 soil and 19 ha of specialty crop areas)</li> <li>Anticipated to displace a moderate number of residences (i.e., approximately 25), commercial/institutional facilities (i.e., approximately 3) and businesses (i.e., approximately 5)</li> </ul>	<p><b>MODERATELY-MOST PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Consistent with some federal/provincial policy (i.e., avoids the Niagara Escarpment Plan Area)</li> <li>Consistent with Collingwood's intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its boundaries and reduce the need to improve local roadways</li> <li>Inconsistent with some local land use designations and associated policies, including intent to preserve and/or protect natural, cultural and heritage resources and farm-related uses from encroachment</li> <li>Potential to affect 7 to 10 potential future development areas</li> <li>Potential to displace 35 ha of</li> </ul>	<p><b>MODERATELY PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Consistent with some federal/provincial policy (i.e., avoids the Niagara Escarpment Plan Area)</li> <li>Consistent with Collingwood's intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its boundaries and reduce the need to improve local roadways</li> <li>Inconsistent with some local land use designations and associated policies, including intent to preserve and/or protect natural, cultural and heritage resources and farm-related uses from encroachment</li> <li>Potential to affect approximately 5 development areas</li> <li>Potential to displace 35 ha of the Niagara Escarpment</li> </ul>	<p><b>LEAST-MODERATELY PREFERRED</b></p> <p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Inconsistent with some federal/provincial policy (i.e., could encourage growth outside designated Growth Centres and significantly encroaches the Niagara Escarpment Plan Area)</li> <li>Inconsistent with local land use designations and associated policies and goal to preserve and/or protect natural, cultural and heritage resources and farm-related uses from encroachment (i.e., potential to displace largest area of CLI classified soils (up to 218 ha) and Specialty Crop Areas (up to 33 ha))</li> <li>Consistent with Collingwood's intent to facilitate the safe and direct movement of through-traffic to recreational and resort destinations beyond its</li> </ul>











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					<i>alternative</i>	<i>Limited opportunity to avoid impacts in association with this alternative</i>	Niagara Escarpment Recreation Area, up to 191 ha of CLI class 1, 2 or 3 soils, and 25 ha of Specialty Crop Areas - Anticipated to displace a number of residential dwellings (i.e., approximately 10 to 40) and minimal number of businesses (i.e., approximately 2) - Potential to affect variety of tourist areas (i.e., trail systems, conservation, golf course and resort community)  <i>Improved mitigation opportunities available in association with this alternative (i.e., route planning and/or design)</i>	Recreation Area, 203 ha of CLI Classes 1, 2 and/or 3 soils and 22 ha of Specialty Crop Areas - Anticipated to displace approximately 55 residences and 2 businesses - Potential to affect a variety of tourist areas (i.e., trail systems, conservation, resorts, golf club)  <i>Improved mitigation opportunities available in association with this alternative (i.e., route planning and/or design)</i>	boundaries and reduce the need to improve local roadways and Clearview's intent to preserve cultural (architectural) resources - Potential to displace moderate number of residences (approximately 10 to 50) - Impacts 3 to 6 potential future development areas - Potential to affect variety of tourist areas (i.e., trail systems, conservation, golf course and resort community)  <i>Many potential opportunities available in association with this alternative (i.e., route planning and/or design)</i>
<b>Cultural Environment</b>	<b>Cultural Heritage – Built Heritage and Cultural Heritage Landscapes</b>	<b>Potential to affect:</b> <ul style="list-style-type: none"> <li>Buildings or “standing” sites over 40 years of age including local, provincial or national interest or designated under Parts IV or V of the Ontario Heritage Act (OHA)</li> <li>Significant heritage bridges</li> <li>Areas of historic 19th century settlement</li> <li>Known cemeteries</li> <li>Known burial sites</li> </ul>	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<b>Settlement Areas:</b> <ul style="list-style-type: none"> <li>Thornbury, Craigleith, Collingwood, Stayner, Sunnidale Corners</li> </ul> <b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>Approximately 57 residences and entire downtown retail streetscape (Stayner)</li> <li>Up to 19 residences (Collingwood)</li> <li>4 structures (Thornbury)</li> </ul> <b>Cultural heritage landscape features:</b> <ul style="list-style-type: none"> <li>Downtown Heritage Conservation District (Collingwood)</li> <li>Craigleith Shale Oil Works site</li> </ul> <b>Cemetery:</b> <ul style="list-style-type: none"> <li>Potential to affect 1 known cemetery (Stayner Union Cemetery)</li> </ul>	<b>Settlement Areas:</b> <ul style="list-style-type: none"> <li>Craigleith, Clarksburg, Sunnidale Corners</li> </ul> <b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>Traverses 1 OHA designated bridge (Clark Street, Clarksburg)</li> </ul> <b>Cultural heritage landscape features:</b> <ul style="list-style-type: none"> <li>Craigleith Shale Oil Works site</li> </ul> <b>Cemeteries:</b> <ul style="list-style-type: none"> <li>Potential to affect 2 known cemeteries (8011 Poplar Side Road and West Street, Clarksburg)</li> </ul>	<b>Settlement Areas:</b> <ul style="list-style-type: none"> <li>Clarksburg, Ravenna, Sunnidale Corners</li> </ul> <b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>In proximity to 3 OHA designated structures (Ravenna)</li> <li>Traverses 1 OHA designated bridge (Clark Street, Clarksburg)</li> </ul> <b>Cemeteries:</b> <ul style="list-style-type: none"> <li>Potential to affect 2 known cemeteries (8011 Poplar Side Road and West Street, Clarksburg)</li> </ul>	<b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>In close proximity to 1 OHA designated structure southwest of Clarksburg</li> </ul> <b>Cultural heritage landscape features:</b> <ul style="list-style-type: none"> <li>Potential to affect Craigleith Shale Oil Works site</li> </ul>	<b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>In close proximity to 1 OHA designated structure southwest of Clarksburg</li> </ul> <b>Cultural heritage landscape features:</b> <ul style="list-style-type: none"> <li>Potential to affect Craigleith Shale Oil Works site</li> </ul>	<b>Built heritage structures:</b> <ul style="list-style-type: none"> <li>Traverses 1 OHA designated structure and in proximity to 2 OHA designated structures (Ravenna)</li> <li>In close proximity/adjacent to 2 OHA designated structures southwest of Clarksburg.</li> </ul>









CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	Alternative 3-1 Widen Existing Highway 26 	Alternative 3-2 Widen Highway 26 & Improve Local Roadways 	Alternative 3-3 Widen Highway 26 & Local Road Bypasses 	Alternative 4-1A Widen Highway 26 & Highway Bypasses North/South of Airport Road 	Alternative 4-1B Widen Highway 26 & Highway Bypasses South of Stayner 	Alternative 4-2 New Highway 26 Corridor 
	<b>Cultural Heritage – Archaeology</b>	<b>Potential to affect archaeological resource areas</b>	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW width encroaches between approximately 9 m and 14 m (on either side of roadway) onto undisturbed areas of land</li> <li>In proximity to watercourses</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW width encroaches between approximately 7 m and 17 m (on either side of roadway) onto undisturbed areas, watercourses</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW width encroaches between approximately 14 m and 17 m (on either side of roadway) onto undisturbed areas, watercourses</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW (45 m) traverses areas of undisturbed land, watercourses</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW (45 m) traverses areas of undisturbed land, watercourses</li> </ul>	<ul style="list-style-type: none"> <li>Registered archaeological sites in vicinity of Stayner, Collingwood and Thornbury (223 throughout entire Study Area)</li> <li>Proposed ROW (45 m) traverses areas of undisturbed land, watercourses</li> </ul>
	<b>Aboriginal Peoples</b>	<b>Potential to affect First Nations and/or Métis</b>	<ul style="list-style-type: none"> <li>No effect</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Proposed improvements encroach onto areas of undeveloped land</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Proposed improvements encroach onto areas of undeveloped land</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Proposed improvements encroach onto areas of undeveloped land</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Portions of proposed improvements encroach onto areas of undeveloped land</li> <li>Proposed new corridor alignments traverse large area of undeveloped land</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Portions of proposed improvements encroach onto areas of undeveloped land</li> <li>Proposed new corridor alignments traverse large area of undeveloped land</li> </ul>	<ul style="list-style-type: none"> <li>Study Area is located within the Métis Georgian Bay Traditional Harvesting Territory and Saugeen Ojibway Traditional Territory</li> <li>Proposed new corridor alignment traverses large area of undeveloped land</li> </ul>
<b>Cultural Environment Summary</b>			<b>MOST PREFERRED</b>	<b>LEAST PREFERRED</b>	<b>LEAST-MODERATELY PREFERRED</b>	<b>LEAST-MODERATELY PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>LEAST-MODERATELY PREFERRED</b>
This alternative is most preferred because it has the least potential to affect Built Heritage and Archaeological resources, Cultural Heritage Landscapes and Aboriginal Rights and/or Interests			<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Potential to displace the highest number of built heritage structures</li> <li>Traverses the highest number of historic settlement communities</li> <li>Potential to affect 1 cemetery and 1 Cultural Heritage Landscape feature</li> <li>Encroaches undisturbed areas of land</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Affects an OHA designated bridge</li> <li>Traverses 4 historic settlement communities</li> <li>Potential to affect 2 cemeteries and 1 Cultural Heritage Landscape feature</li> <li>Encroaches undisturbed areas of land</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Affects an OHA designated bridge</li> <li>Potential to affect 3 OHA designated structures and 2 cemeteries</li> <li>Traverses 4 historic settlement communities</li> <li>Encroaches large areas of undisturbed of land</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Encroaches/traverses large areas of undisturbed land</li> <li>Potential to affect 2 OHA designated structures and 1 Cultural Heritage Landscape feature</li> </ul> <p><i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i></p>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Encroaches/traverses large areas of undisturbed land</li> <li>Potential to affect 2 OHA designated structures and 1 Cultural Heritage Landscape feature</li> </ul> <p><i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i></p>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Encroaches/traverses large areas of undisturbed land</li> <li>Potential to affect 5 OHA designated structures</li> </ul> <p><i>Many potential opportunities to avoid impacts are available in association with this alternative (i.e., route planning and/or design)</i></p>	









CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	<b>Alternative 3-1</b> Widen Existing Highway 26 	<b>Alternative 3-2</b> Widen Highway 26 & Improve Local Roadways 	<b>Alternative 3-3</b> Widen Highway 26 & Local Road Bypasses 	<b>Alternative 4-1A</b> Widen Highway 26 & Highway Bypasses North/South of Airport Road 	<b>Alternative 4-1B</b> Widen Highway 26 & Highway Bypasses South of Stayner 	<b>Alternative 4-2</b> New Highway 26 Corridor 
Transportation	Efficient movement of people and goods	<b>Potential to support the efficient movement of people and goods between communities and regions</b>	<ul style="list-style-type: none"> <li>• Congestion on Highway 26 would impact the efficient movement of residents and tourists between and through communities</li> <li>• Congestion on Highway 26 would impede goods movement to Study Area and beyond (i.e. to Bruce Peninsula)</li> <li>• 1200 veh-hr of delay during typical summer weekday peak</li> </ul>	<ul style="list-style-type: none"> <li>• Supports movement of people and goods through additional capacity on existing Highway 26 corridor</li> <li>• 34% reduction in peak period delay expected</li> </ul>	<ul style="list-style-type: none"> <li>• Supports movement of people and goods through additional capacity on existing Highway 26 corridor</li> <li>• Improvements to other local roads in urban areas provide some capacity for local traffic, limited benefit for tourists/long distance travel</li> <li>• 37% reduction in peak period delay expected</li> </ul>	<ul style="list-style-type: none"> <li>• Supports movement of people and goods through additional capacity on existing Highway 26 corridor</li> <li>• Improvements to other local roads in urban areas provide some capacity for local traffic, limited benefit for tourists/long distance travel</li> <li>• 31% reduction in peak period delay expected</li> </ul>	<ul style="list-style-type: none"> <li>• Widening of existing Highway 26 corridor with bypasses of urban areas improves efficiency for both local and long distance movement of people and goods.</li> <li>• Proximity of bypasses to urban areas can benefit local traffic, as well as long distance tourists/truck traffic</li> <li>• 41% to 54% reduction in peak period delay expected</li> </ul>	<ul style="list-style-type: none"> <li>• Widening of existing Highway 26 corridor with bypasses of urban areas improves efficiency for both local and long distance movement of people and goods</li> <li>• Proximity of bypasses to urban areas can benefit local traffic, as well as long distance tourists/truck traffic</li> <li>• 59% reduction in peak period delay expected</li> </ul>	<ul style="list-style-type: none"> <li>• New Highway 26 corridor improves efficiency for long distance movement of people and goods through Study Area</li> <li>• Modest benefit to local traffic movement through reduction in through traffic within built up areas</li> <li>• 41% reduction in peak period delay expected</li> </ul>
		<b>Ability to minimize congestion in the urban areas</b>	<ul style="list-style-type: none"> <li>• Congestion in urban areas increases travel time by 54% during summer weekday peaks (200% through Collingwood).</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes congested conditions along most of existing Highway 26 corridor to Level of Service (LOS) C or better</li> <li>• Portions of Highway 26 and local roadways north of Stayner and in Collingwood would experience LOS D and E/F conditions</li> <li>• Increased demand along full length of Highway 26, especially approaching and through Stayner and east of Collingwood</li> <li>• Some decreased demand on local roads near Stayner and Collingwood expected</li> </ul>	<ul style="list-style-type: none"> <li>• Alternative minimizes congested conditions along most of existing Highway 26 corridor improve to LOS C or better</li> <li>• Portions of existing Highway 26 corridor and local roadways between Stayner and Collingwood and in Thornbury would experience LOS D and E/F conditions</li> <li>• Increased demand along most of existing Highway 26 corridor, especially approaching and/or through Stayner, as well as along Poplar Side Road</li> <li>• Decreased demand along Highway 26 through Collingwood and on local roads near Stayner and Collingwood</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes congested conditions along most of existing Highway 26 corridor (i.e., LOS C or better)</li> <li>• Portions of existing Highway 26 corridor and local roadways between Stayner, Collingwood and Thornbury would experience LOS D and E/F conditions</li> <li>• Increased demand along most of existing Highway 26 corridor, especially approaching and through Stayner, as well as along Poplar Side Road and other local roadways</li> <li>• Decreased demand along Highway 26 through Collingwood and on local roads near Stayner and Collingwood</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes congestion along most of existing Highway 26 corridor (i.e., LOS C or better)</li> <li>• Portions of Highway 26 (including the recently constructed Highway 26 New) and local roadways between Stayner and Collingwood would experience LOS D and E/F conditions</li> <li>• Increased demand along portions of existing Highway 26 corridor, mainly between communities</li> <li>• Decreased demand along existing Highway 26 corridor through Collingwood and on local roads near Stayner and Collingwood</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes congestion along existing Highway 26 corridor and local roadways (i.e., LOS C or better)</li> <li>• LOS E conditions anticipated along small portion of existing Highway 26 corridor, between Sideroads 26/27 and 30/31 Nottawasaga</li> <li>• Decreased demand along existing Highway 26 corridor (including Highway 26 New)</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes congested conditions along most of existing Highway 26 corridor (i.e., LOS C or better)</li> <li>• Portions of Highway 26 (including Highway 26 New) and local roadways between Stayner and Collingwood would experience LOS D and E/F conditions</li> <li>• Decreased demand along most of existing Highway 26 corridor and local roadways</li> </ul>
	System reliability/redundancy	<b>Potential to support system reliability and redundancy for travel between regions and communities during adverse conditions</b>	<ul style="list-style-type: none"> <li>• Does not provide system reliability or redundancy in the case of incidents or winter closures</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability, however does not provide redundancy in case of incidents or winter closures</li> <li>• Proposed widening improvements to existing corridor in proximity to area identified for highest cumulative snow transport</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability.</li> <li>• Improved local roads provide some redundancy for local traffic in case of incidents or winter closures</li> <li>• Proposed improvements to existing corridor in proximity to area identified for highest cumulative snow transport</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability.</li> <li>• Improved local roads provide some redundancy for local traffic in case of incidents or winter closures, however County Road 2 is situated in proximity to an area identified for highest cumulative snow transport potential</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability</li> <li>• When compared to Alternatives 3-1 through 3-3, the bypasses provide improved redundancy around urban areas for long distance/local traffic to reroute around incidents or winter closures</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability</li> <li>• When compared to Alternatives 3-1 through 3-3, the bypasses provide improved redundancy around urban areas for long distance/local traffic to reroute around incidents or winter closures, however portion of</li> </ul>	<ul style="list-style-type: none"> <li>• Supports system reliability</li> <li>• The new corridor provides significantly improved redundancy for long distance traffic in case of incidents or winter closures, however new corridor traverses areas of highest snow drift potential (i.e., west portion of Thornbury</li> </ul>



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				potential (i.e., Georgian Bay shoreline)	potential (i.e., Georgian Bay shoreline)	<ul style="list-style-type: none"> <li>Proposed improvements to existing corridor in proximity to area identified for highest cumulative snow transport potential (i.e., Georgian Bay shoreline)</li> </ul>	<ul style="list-style-type: none"> <li>Proposed improvements to existing corridor in proximity to area identified for highest potential cumulative snow transport (i.e., Georgian Bay shoreline)</li> </ul>	<ul style="list-style-type: none"> <li>new bypass in proximity to areas identified for highest cumulative snow transport potential (i.e., southwest of Stayner)</li> <li>Proposed improvements to existing corridor in proximity to area identified for highest potential cumulative snow transport (i.e., Georgian Bay shoreline)</li> </ul>	<ul style="list-style-type: none"> <li>and to south of Thornbury)</li> <li>Proposed improvements to existing corridor (i.e., within east portion of Collingwood) in proximity to area identified for highest cumulative snow transport potential (i.e., Georgian Bay shoreline)</li> </ul>
	<b>Safety</b>	<b>Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c)</b>	<ul style="list-style-type: none"> <li>Increased traffic will increase collision potential in rural areas due to lack of passing opportunity and in urban areas due to congestion</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>Increased traffic through downtown areas will increase conflicts with driveways/entrance and non-auto traffic</li> <li>Does not improve safety conditions along Highway 26 for pedestrian and bicycles within the urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>Increased traffic on local roads will increase conflicts with driveways/entrances and non-auto traffic through residential area</li> <li>reduction in vehicular demand along Highway 26 within the urban areas of Stayner, Collingwood, and Thornbury could improve safety for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>Increased traffic on County/local road bypasses will increase conflicts with driveways/entrances and non-auto traffic</li> <li>Moderate reduction in vehicular demand along Highway 26 within the urban areas of Stayner, Collingwood, and Thornbury could improve safety for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>Bypasses around urban areas should eliminate conflicts between through-auto/truck traffic and reduce collision risks in urban areas</li> <li>Moderate reduction in vehicular demand along Highway 26 within the urban areas of Stayner, Collingwood, and Thornbury could improve safety for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>Bypasses around urban areas should eliminate conflicts between through-auto/truck traffic and reduce collision risks in urban areas</li> <li>Modest reduction in vehicular demand along existing Highway 26 corridor within the urban areas of Stayner, Collingwood, and Thornbury could improve safety for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Widening existing Highway 26 corridor will provide increased capacity and passing opportunity, reducing collision risk</li> <li>New corridor should eliminate conflicts between pass-through auto and/or truck traffic and reduce collision risks in urban areas</li> <li>Significant reduction in vehicular demand along existing Highway 26 corridor within the urban areas of Stayner, Collingwood, and Thornbury could improve safety for pedestrians</li> </ul>
	<b>Emergency Services</b>	<b>Potential impact on response time of emergency vehicles</b>	<ul style="list-style-type: none"> <li>Anticipated increase in traffic and congestion on existing Highway 26 has the potential to reduce emergency response times</li> </ul>	<ul style="list-style-type: none"> <li>Additional capacity on existing Highway 26 corridor has the potential to maintain/improve response times</li> </ul>	<ul style="list-style-type: none"> <li>Additional capacity on existing Highway 26 and local roads has the potential to help maintain/improve response times within local areas/communities; limited benefits for emergency response requiring longer distance travel</li> </ul>	<ul style="list-style-type: none"> <li>Additional capacity on existing Highway 26 and local roads has the potential to help maintain/improve response times within local areas/communities; limited benefits for emergency response requiring longer distance travel</li> </ul>	<ul style="list-style-type: none"> <li>Widening of existing Highway 26 corridor with bypasses of urban areas has the potential to maintain/improve emergency response times for both local and longer distance response times</li> </ul>	<ul style="list-style-type: none"> <li>Widening of existing Highway 26 corridor with bypasses of urban areas has the potential to maintain/improve emergency response times for both local and longer distance response times</li> </ul>	<ul style="list-style-type: none"> <li>New Highway 26 corridor has the potential to maintain/improve emergency response times, especially for those requiring longer distance travel. May not support maintaining/improving response times for local trips</li> </ul>
	<b>Recreation and Tourism Travel</b>	<b>Potential to support recreation and tourism travel within and to/from the Study Area</b>	<ul style="list-style-type: none"> <li>Increased congestion impedes recreation and tourism travel within and through the Study Area</li> </ul>	<ul style="list-style-type: none"> <li>Provides capacity to support recreation and tourism travel within and through the Study Area</li> </ul>	<ul style="list-style-type: none"> <li>Widening Highway 26 supports recreation and tourism travel to Study Area, but local road improvements/bypasses provide limited benefit to tourism travel without specialized signing strategies</li> </ul>	<ul style="list-style-type: none"> <li>Widening Highway 26 supports recreation and tourism travel to Study Area, but local road improvements/bypasses provide limited benefit to tourism travel without specialized signing strategies</li> </ul>	<ul style="list-style-type: none"> <li>Widening Highway 26 supports recreation and tourism travel to the Study Area</li> <li>Highway bypasses of urban areas can serve both local traffic and tourist traffic and enhance access to ski</li> </ul>	<ul style="list-style-type: none"> <li>Widening Highway 26 supports recreation and tourism travel to the Study Area</li> <li>Highway bypasses of urban areas can serve both local traffic and tourist traffic and enhance access to ski</li> </ul>	<ul style="list-style-type: none"> <li>New corridor supports recreation and tourism travel to the Study Area, however proximity may not adequately maintain access to some urban and recreation/tourist areas</li> </ul>



CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	Alternative 3-1 Widen Existing Highway 26 	Alternative 3-2 Widen Highway 26 & Improve Local Roadways 	Alternative 3-3 Widen Highway 26 & Local Road Bypasses 	Alternative 4-1A Widen Highway 26 & Highway Bypasses North/South of Airport Road 	Alternative 4-1B Widen Highway 26 & Highway Bypasses South of Stayner 	Alternative 4-2 New Highway 26 Corridor 
							hills/recreational residential areas	hills/recreational residential areas	<ul style="list-style-type: none"> <li>New corridor bypasses provide some access to local tourist areas, and serve longer distance tourism travel</li> </ul>
<b>Transportation Summary</b>			<b>LEAST PREFERRED</b>  This alternative has not been selected as the most preferred because: <ul style="list-style-type: none"> <li>Increased congestion and travel travels expected</li> <li>Does not support system reliability or redundancy</li> <li>Increased collision potential through rural and urban areas</li> <li>Does not support recreation and/or tourism travel within the Study Area</li> </ul>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: <ul style="list-style-type: none"> <li>Increases traffic demands along existing Highway 26 corridor,</li> <li>Does not support system redundancy</li> <li>Increases potential for conflicts between driveways/entrances, pedestrians, cyclists</li> </ul>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: <ul style="list-style-type: none"> <li>Provides limited benefit to tourists and/or long distance travellers</li> <li>Increases traffic demands along existing Highway 26 corridor and Poplar Side Road</li> <li>Introduces conflicts between entrances and non-auto traffic</li> </ul>	<b>LEAST-MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: <ul style="list-style-type: none"> <li>Provides limited benefit to tourists and/or long distance travellers</li> <li>Increases traffic demands along existing Highway 26 corridor and some local roadways</li> <li>Increased traffic along local roads; introduces conflicts between entrances and non-auto traffic</li> </ul>	<b>MODERATELY-MOST PREFERRED</b>  This alternative is the most preferred because: <ul style="list-style-type: none"> <li>Provides a high reduction in peak period delays</li> <li>Maintains access to urban areas, recreation/tourist areas for both local and long distance traffic</li> <li>Decreases traffic demands along existing Highway 26 corridor and Collingwood</li> <li>Best supports system reliability and redundancy around urban areas</li> <li>Improves safety for pedestrians and vehicles</li> </ul>	<b>MOST PREFERRED</b>  This alternative is the most preferred because: <ul style="list-style-type: none"> <li>Anticipated to provide the highest reduction in peak period delays</li> <li>Maintains access to urban areas, recreation/tourist areas for both local and long distance traffic</li> <li>Minimizes congestion along existing Highway 26 and local roadways</li> <li>Improves safety for pedestrians and vehicles</li> </ul>	<b>MODERATELY PREFERRED</b>  This alternative has not been selected as the most preferred because: <ul style="list-style-type: none"> <li>Provides improved redundancy, however traverses an area of high snow drift potential</li> <li>Proximity does not adequately maintain access to some urban and recreation/tourist areas</li> </ul>
<b>Engineering</b>	<b>Relative Costs (2012 Dollars)</b>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>	<ul style="list-style-type: none"> <li>\$437 M</li> </ul>	<ul style="list-style-type: none"> <li>\$407 M</li> </ul>	<ul style="list-style-type: none"> <li>\$421 M</li> </ul>	<ul style="list-style-type: none"> <li>\$468 M to 547 M</li> </ul>	<ul style="list-style-type: none"> <li>\$548 M to 565 M</li> </ul>	<ul style="list-style-type: none"> <li>514 M to 567 M</li> </ul>	
	<b>Constructability</b>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>	<ul style="list-style-type: none"> <li>Significant impacts to residences, businesses and tourist operators due to extensive construction on existing Highway 26 corridor over a number of years</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impacts to residences, businesses and tourist operators on existing Highway 26 corridor in widening areas</li> <li>Widening through Blue Mountain Village (resort community) could disrupt summer recreational activity areas</li> <li>Widening Poplar Side Road and Clark Street through Clarksburg would disrupt residences and businesses</li> <li>Avoids construction impacts through downtown areas</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impacts to residences, businesses and tourist operators on existing Highway 26 corridor in widening areas</li> <li>Widening Poplar Side Road and Clark Street through Clarksburg would disrupt residences and businesses</li> <li>Avoids construction impacts through downtown areas</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impacts to residences, businesses and tourist operators on existing Highway 26 corridor in widening areas</li> <li>Construction of local bypasses avoids impacts to existing downtown areas, residences and businesses, with the exception of areas situated adjacent to new route</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impacts to residences, businesses and tourist operators on existing Highway 26 corridor in widening areas</li> <li>Construction of local bypasses avoids impacts to existing downtown areas, residences and businesses, with the exception of areas situated adjacent to new route</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new corridor avoids impacts to existing downtown areas, residences and businesses, with the exception of areas situated adjacent to new route</li> </ul>	









CATEGORY	FACTOR	CRITERIA	Do Nothing Alternative	Alternative 3-1 Widen Existing Highway 26 	Alternative 3-2 Widen Highway 26 & Improve Local Roadways 	Alternative 3-3 Widen Highway 26 & Local Road Bypasses 	Alternative 4-1A Widen Highway 26 & Highway Bypasses North/South of Airport Road 	Alternative 4-1B Widen Highway 26 & Highway Bypasses South of Stayner 	Alternative 4-2 New Highway 26 Corridor 
	<b>Ability to Control Access</b>	<ul style="list-style-type: none"> <li>Limited ability to control access, particularly in urban area with connecting link designations</li> </ul>	<ul style="list-style-type: none"> <li>Numerous existing entrances</li> <li>Limited ability to restrict new entrances through urban areas, particularly through connecting link sections</li> </ul>	<ul style="list-style-type: none"> <li>High number of existing residential/business entrances on Poplar Side Road, Grey Road 19 and through Clarksburg</li> <li>Difficult to restrict new entrances adjacent to planned development areas</li> <li>Current entrances along portions of existing Highway 26 corridor to be widened</li> </ul>	<ul style="list-style-type: none"> <li>Numerous existing residential/business entrances on Poplar Side Road and through Clarksburg</li> <li>Some ability to control new entrances through protected NEC areas</li> <li>Difficult to restrict new entrances adjacent to planned development areas</li> <li>Current entrances along portions of existing Highway 26 corridor to be widened)</li> </ul>	<ul style="list-style-type: none"> <li>Existing entrances along sections of existing Highway 26 corridor to be widened</li> <li>Ability to prohibit new entrances along new bypass routes</li> </ul>	<ul style="list-style-type: none"> <li>Existing entrances along sections of existing Highway 26 corridor to be widened</li> <li>Ability to prohibit new entrances along new bypass routes</li> </ul>	<ul style="list-style-type: none"> <li>Ability to prohibit entrances along entire route</li> </ul>	
	<b>Ability to Achieve Design Standards</b>	<ul style="list-style-type: none"> <li>Maintains use of existing design</li> <li>No opportunity to address existing deficiencies</li> </ul>	<ul style="list-style-type: none"> <li>Existing geometry largely retained</li> <li>Limited opportunity to address existing deficiencies</li> </ul>	<ul style="list-style-type: none"> <li>Existing geometry largely retained</li> <li>Many curves along County Road 19 would not meet 100 kph design speed standards</li> </ul>	<ul style="list-style-type: none"> <li>Existing geometry largely retained</li> <li>County Road 19/grade at Niagara Escarpment does not meet highway standards</li> </ul>	<ul style="list-style-type: none"> <li>Existing Highway 26 widening areas improved to highway standards</li> <li>New corridor can be constructed to highway standards</li> <li>Avoids long grade on Niagara Escarpment</li> </ul>	<ul style="list-style-type: none"> <li>Existing Highway 26 widening areas improved to highway standards</li> <li>New corridor can be constructed to highway standards</li> <li>Avoids long grade on Niagara Escarpment</li> </ul>	<ul style="list-style-type: none"> <li>New corridor can be constructed to standard, with exception of long grade on new Niagara Escarpment crossing</li> </ul>	
<b>Engineering Summary</b>			<b>MODERATELY PREFERRED</b>	<b>LEAST PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>MODERATELY PREFERRED</b>	<b>MOST PREFERRED</b>	<b>MOST PREFERRED</b>	<b>MODERATELY PREFERRED</b>
			<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Limited ability to restrict access</li> <li>Does not address existing design standard deficiencies</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Significantly disrupts existing residences, businesses and tourist operators during construction</li> <li>Expected to incur highest costs</li> <li>Limited ability to restrict new entrances</li> <li>Does not address existing design standard deficiencies</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Disrupts existing residents, businesses and tourist operators during construction</li> <li>Limited ability to restrict new entrances in some areas</li> <li>Would not meet desired design speed standards in some areas</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Disrupts existing residences, businesses and tourist operators during construction</li> <li>Difficult to restrict new entrances in some areas</li> <li>Would not meet highway design grade standards in some areas</li> </ul>	<p>This alternative is the most preferred because:</p> <ul style="list-style-type: none"> <li>Avoids disruption to existing downtown areas, residences and businesses in most areas</li> <li>Permits ability to prohibit new entrances along new bypass routes</li> <li>Can be constructed to highway design standards</li> <li>Avoids long grade requirement on Niagara Escarpment</li> </ul>	<p>This alternative is most preferred because:</p> <ul style="list-style-type: none"> <li>Avoids disruption to existing downtown areas, residences and businesses in most areas</li> <li>Permits ability to prohibit new entrances along new bypass routes</li> <li>Can be constructed to highway design standards</li> <li>Avoids long grade on Niagara Escarpment</li> </ul>	<p>This alternative has not been selected as the most preferred because:</p> <ul style="list-style-type: none"> <li>Expected to incur moderate to high costs</li> <li>Long grade requirement on Niagara Escarpment</li> </ul>



Figure 59: Evaluation Summary

Category	Do Nothing	Alternative 3-1	Alternative 3-2	Alternative 3-3	Alternative 4-1 / 4-1A	Alternative 4-1B	Alternative 4-2
		Widen Highway 26	Widen Highway 26 & Improve Local Roads	Widen Highway 26 & Local Road Bypasses	Widen Highway 26 & Highway Bypasses (North or South of Airport Road)	Widen Highway 26 & Highway Bypasses (South of Stayner)	New Highway 26 Corridor
Natural Environment	●	●	●	●	●	●	●
Socio-Economic Environment	●	●	●	●	●	●	●
Cultural Environment	●	●	●	●	●	●	●
Transportation	●	●	●	●	●	●	●
Engineering	●	●	●	●	●	●	●
Summary	Does not address the problem	●	●	●	●	●	●

