

## Forest Glade North - Evaluation of Alternative Cross Sections for Collector Roads

CRITERIA FOR EVALUATING ALTERNATIVES	1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>A NATURAL ENVIRONMENT</b>			
1	<b>Impact migratory birds</b>	By doing nothing, there will be no impact to migratory birds.	A small number of trees may be removed along the road ROW. Trees will be removed outside of the bird nesting season to avoid impacts to birds. Disturbed areas will be restored to a natural condition after construction. No impacts are expected.
	<i>Rating</i>	●	●
2	<b>Impact to woodlands and wildlife habitat</b>	By doing nothing, there will be no impact to woodland and wildlife habitat.	A small number of trees may be removed along the road ROW. Trees will be removed outside of the bird nesting season to avoid impacts to birds. Disturbed areas will be restored to a natural condition after construction. No impacts are expected.
	<i>Rating</i>	●	●
3	<b>Impact to aquatic habitat</b>	There will be no impact to aquatic habitat.	The cross section can be accommodated within a 22m ROW. Tall Boneset, a provincially rare plant species is located within the future ROW. The plant will be transplanted or seeds will be collected and dispersed prior to construction. No impacts at a population level are expected.
	<i>Rating</i>	●	●
4	<b>Impact to species at risk</b>	No water crossings are proposed. The road will be designed with appropriate drainage collection and treatment. No impacts to aquatic habitat are expected.	No water crossings are proposed. The road will be designed with appropriate drainage collection and treatment. No impacts to aquatic habitat are expected.
	<i>Rating</i>	●	●
<b>SUMMARY NATURAL ENVIRONMENT</b>		●	●
CRITERIA FOR EVALUATING ALTERNATIVES	1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>D SOCIO-CULTURAL ENVIRONMENT</b>			

1	Property acquisition	No property acquisition required.	The ROW for the existing section of Catherine St. is 22m in width. The city has confirmed that a 22m ROW is appropriate for a Collector Rd. in this area. Property acquisition is required for the future Catherine and Roseville Garden ROWs not currently owned by the City.	While the road elements are narrower than in Alternative 2, the ROW would also be required at 22m in width to meet City standards. As such property acquisition would be the same for alternatives 2 and 3.
	<i>Rating</i>	●	◐	◐
2	Impacts to Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)	No archaeological resources, built heritage or cultural heritage landscapes are present. No impacts are expected.	No archaeological resources, built heritage or cultural heritage landscapes are present. If undocumented archaeological resources are uncovered during construction, all requirements under the Ontario Heritage Act will be met. Indigenous communities will be contacted. No impacts are expected.	No archaeological resources, built heritage or cultural heritage landscapes are present. If undocumented archaeological resources are uncovered during construction, all requirements under the Ontario Heritage Act will be met. Indigenous communities will be contacted. No impacts are expected.
	<i>Rating</i>	●	●	●
3	Impacts to Indigenous Treaty Rights, Claims and Interests	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected .	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected as a result of the Collector Roads.	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected as a result of the Collector Roads.
	<i>Rating</i>	●	●	●
<b>SUMMARY SOCIO-CULTURAL ENVIRONMENT</b>		●	◐	◐

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>E TECHNICAL ENVIRONMENT</b>				
1	Corridor capacity and level of service	If no roads are constructed, the transportation needs will not be met for the future development in the area.	The December, 2024 Transportation Analysis by Paradigm (Appendix B) indicates that this cross section will satisfactorily accommodate the projected traffic volume at full build-out of the area.	The December, 2024 Transportation Analysis by Paradigm (Appendix B) indicates that some form of turning lanes (with a two-way centre turn lane recommended) is required to accommodate traffic in the area. A cross section without turns lanes will create unacceptable traffic delays.
	<i>Rating</i>			
2	Pedestrian and cycling accommodation	No accommodation is made for pedestrians or cyclists.	The City's Active Transportation Master Plan includes goals to connect all neighbourhoods and ensure safety and accessibility for cyclists and pedestrians. The sidewalk and multi-use path meet these goals.	The City's Active Transportation Master Plan includes goals to connect all neighbourhoods and ensure safety and accessibility for cyclists and pedestrians. The sidewalks support pedestrians. However, high volumes of traffic are expected and this Alternative lacks facilities to support cycling safety.
	<i>Rating</i>			
3	Ability to meet planning objectives	The Forest Glade North Secondary Plan identifies the need for two Collector Roads in the Study Area to serve future commercial and residential development. Doing Nothing does not meet this planning objective.	The Forest Glade North Secondary Plan identifies the need for two Collector Roads in the Study Area to serve future commercial and residential development. This Alternative meets this goal and provides sufficient road capacity to support the expected traffic volumes. It also addresses active transportation planning objectives.	This Alternative provides the two Collector Roads outlined in the Forest Glade North Secondary Plan. However, it will not adequately accommodate the project traffic volume and thus won't meet Secondary Plan goal to create "an appropriate road network."
	<i>Rating</i>			
<b>SUMMARY TECHNICAL ENVIRONMENT</b>				

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>F ECONOMIC ENVIRONMENT</b>				
1	Relative capital costs	There is no cost associated with the Do Nothing option.	This Alternative has the widest paved roadway and a multi-use path which is wider and more expensive to construct than a sidewalk. The existing portion of Catherine St. would need to be reconstructed to the new cross section. As such, This Alternative has the highest construction cost.	This Alternative has a narrower paved width than Alternative 1 and a sidewalk in place of a wider multi-use path. As such, the construction costs are lower. The existing portions of Catherine St. could remain in their current condition without the need for reconstruction.
	<i>Rating</i>			
2	Relative operation and maintenance costs	There is no cost associated with the Do Nothing option.	The wider paved roadway and multi-use path have higher maintenance costs relative to Alternative 2. The additional lane in the road would result in higher costs related to winter salting and snowplowing and higher costs to resurface the road.	This Alternative has a smaller paved surface area and thus would have a lower maintenance costs. Costs for snowplowing and winter salting would be lower with the smaller surface area and any patching or resurfacing will be less expensive.
	<i>Rating</i>			

<b>SUMMARY ECONOMIC ENVIRONMENT</b>	●	◐	◑
-------------------------------------	---	---	---

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>E</b>	<b>PROBLEM STATEMENT</b>			
1	<b>Addresses Project Problem and Opportunity Statement</b>	Doing Nothing does not address the Problem and Opportunity Statement	This Alternative addresses the Problem and Opportunity Statement	This Alternative addresses the Problem and Opportunity Statement
<b>SUMMARY PROBLEM STATEMENT</b>		<b>Do Not Move Forward</b>	<b>Move Forward</b>	<b>Move Forward</b>

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Upgraded Cross-section for Turning and AT Improvements	3: Existing Catherine St. Cross-section
<b>OVERALL SUMMARY</b>		<b>Do Not Move Forward</b>	<b>Most Preferred</b>	<b>Least Preferred</b>

**ORDER OF PREFERENCE**

- Least Preferred ○
- Less Preferred ◐
- Somewhat Preferred ◑
- Moderately Preferred ●
- Most Preferred ●

## Forest Glade North - Evaluation of Alternative Road Alignment

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>A NATURAL ENVIRONMENT</b>				
1	Impact migratory birds	There would be no impact to migratory birds.	A small number of trees may be removed along the road ROW. Trees will be removed outside of the bird nesting season to avoid impacts to birds. Disturbed areas will be restored to a natural condition after construction. No impacts are expected.	A small number of trees may be removed along the road ROW. Trees will be removed outside of the bird nesting season to avoid impacts to birds. Disturbed areas will be restored to a natural condition after construction. No impacts are expected.
	<i>Rating</i>	●	●	●
2	Impact to woodlands and wildlife habitat	By doing nothing, there will be no impact to woodland and wildlife habitat.	Tall Boneset, a provincially rare plant species is located within the future ROW. The plant will be transplanted or seeds will be collected and dispersed prior to construction. No impacts at a population level are expected.	Tall Boneset, a provincially rare plant species is located within the future ROW. The plant will be transplanted or seeds will be collected and dispersed prior to construction. No impacts at a population level are expected.
	<i>Rating</i>	●	◐	◐
3	Impact to aquatic habitat	There will be no impact to aquatic habitat.	No water crossings are proposed. The road will be designed with appropriate drainage collection and treatment. No impacts to aquatic habitat are expected.	No water crossings are proposed. The road will be designed with appropriate drainage collection and treatment. No impacts to aquatic habitat are expected.
	<i>Rating</i>	●	●	●
4	Impact to species at risk	There would be no impact to species at risk.	Provincially protected snake species could potentially inhabit the area. All work areas will be fenced to exclude snakes and will be monitored regularly. No impacts are expected.	Provincially protected snake species could potentially inhabit the area. All work areas will be fenced to exclude snakes and will be monitored regularly. No impacts are expected.
	<i>Rating</i>	●	●	●
<b>SUMMARY NATURAL ENVIRONMENT</b>		●	◐	◐
CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>D SOCIO-CULTURAL ENVIRONMENT</b>				

1	<b>Property Acquisition</b>	No property acquisition would be required.	This alignment would result in the need for the City to acquire 2.07 ha of property from several property owners.	This alignment would result in the need for the City to acquire 1.93 ha of property from several property owners.
	<i>Rating</i>			
2	<b>Impacts to Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)</b>	No archaeological resources, built heritage or cultural heritage landscapes are present. No impacts are expected.	No archaeological resources, built heritage or cultural heritage landscapes are present. If undocumented archaeological resources are uncovered during construction, all requirements under the Ontario Heritage Act will be met. Indigenous communities will be contacted. No impacts are expected.	No archaeological resources, built heritage or cultural heritage landscapes are present. If undocumented archaeological resources are uncovered during construction, all requirements under the Ontario Heritage Act will be met. Indigenous communities will be contacted. No impacts are expected.
	<i>Rating</i>			
3	<b>Impacts to Indigenous Treaty Rights, Claims and Interests</b>	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected.	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected as a result of the Collector Roads.	The Study Area is within Treaty 2, known as the McKee Purchase. The Treaty was signed by the representatives of the British Crown, the Potawatomi, Huron, Chippewa and Ottawa in May 1790. There are no known land claims. Indigenous communities likely have an interest in natural features, including the woodlot and Hawkins Drain. No impacts to the features are expected as a result of the Collector Roads.
	<i>Rating</i>			
<b>SUMMARY SOCIO-CULTURAL ENVIRONMENT</b>				

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>E</b>	<b>TECHNICAL ENVIRONMENT</b>			
1	Sightlines at curve on Catherine St.	With this Alternative, no road is constructed, therefore there are no sightlines to consider.	As the area develops, there is potential that an entrance may be constructed at, or near, the proposed curve on Catherine St. With this alignment, an entrance at the curve was modeled. The sightlines from an entrance would be sufficient to meet current road standards.	As the area develops, there is potential that an entrance may be constructed at, or near, the proposed curve on Catherine St. With this alignment, an entrance at the curve was modeled. The sightlines from an entrance would be sufficient to meet current road standards.
	<i>Rating</i>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<b>SUMMARY TECHNICAL ENVIRONMENT</b>		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>F</b>	<b>ECONOMIC ENVIRONMENT</b>			
1	Relative capital costs	There are no costs associated with this Alternative.	This alignment results in a slightly longer road than provided in Alternative 3. This results in slightly higher construction costs for this Alternative.	Alternative 3 has a slightly shorter road length than Alternative 2 and is therefore slightly less expensive to construct.
	<i>Rating</i>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
2	Relative operation and maintenance costs	There are no costs associated with this Alternative.	Alternative 2 has a slightly longer road length than Alternative 3 and is therefore slightly more expensive to operate and maintain.	Alternative 3 has a slightly shorter road length than Alternative 2 and is therefore slightly less expensive to operate and maintain.
	<i>Rating</i>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>SUMMARY ECONOMIC ENVIRONMENT</b>		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>E</b>	<b>PROBLEM STATEMENT</b>			
1	Addresses Project Problem and Opportunity Statement	Doing Nothing does not address the Problem and Opportunity Statement	This Alternative addresses the Problem and Opportunity Statement	This Alternative addresses the Problem and Opportunity Statement
<b>SUMMARY PROBLEM STATEMENT</b>		<b>Do Not Move Forward</b>	<b>Move Forward</b>	<b>Move Forward</b>

CRITERIA FOR EVALUATING ALTERNATIVES		1: Do Nothing	2: Catherine St. alignment veering westerly	3: Catherine St. alignment veering easterly
<b>OVERALL SUMMARY</b>		<b>Do Not Move Forward</b>	<b>Least Preferred</b>	<b>Most Preferred</b>

**ORDER OF PREFERENCE**

Least Preferred

Less Preferred

- Somewhat Preferred ①
- Moderately Preferred ②
- Most Preferred ③