

EVALUATION CRITERIA	Option 1A – Extension of Merritt Road to Egerter Road (Direct)		Option 1B – Extension of Merritt Road to Egerter Road (Direct)		Option 2 – Extension of Merritt Road to Egerter Road (South End)	
TRANSPORTATION & ENGINEERING						
Traffic Demand	●	New extension will meet traffic demands and growth in the area.	●	New extension will meet traffic demands and growth in the area.	●	New extension will meet traffic demands and growth in the area.
Traffic Operations	◐	New extension will improve traffic operations. Signalization may be required at Merritt/Kottmeier Road intersection.	◐	New extension will improve traffic operations. Signalization may be required at Merritt/Kottmeier Road intersection.	◐	New extension will improve traffic operations. Improvements on Kottmeier Road south of Merritt Road may be required.
Safety	●	Safety improvements are accommodated through extension.	●	Safety improvements are accommodated through extension.	●	Safety improvements are accommodated through extension. Improvements at Kottmeier Road and Egerter may be required.
Active Transportation	◐	Active transportation facilities are proposed in the design of the new roadway. No connectivity to existing network without extension along Egerter Road	◐	Active transportation facilities are proposed in the design of the new roadway. No connectivity to existing network without extension along Egerter Road.	●	Improves Active Transportation as it could provide linkage to the Greater Niagara Circle Route (Welland Canal Trail). Requires improvements on Kottmeier Road to connect to existing.
SUMMARY	◐	Meets the technical and transportation needs of the study area.	◐	Meets the technical and transportation needs of the study area.	●	Meets the technical and transportation needs of the study area.
NATURAL ENVIRONMENT						
Terrestrial (Wetlands, SAR)	○	Most impacts, especially to the Provincial Significant Wetland.	○	Most impacts, especially to the Provincial Significant Wetland.	◐	Moderate impacts to the Terrestrial Environment
Aquatic (Fish, Fish Habitat, SAR)	●	No impacts to aquatic resources	●	No impacts to aquatic resources	◐	Requires realigmnet of Towpath Drain. Some impacts and enhancement opportunities.
SUMMARY	○	The most impacts on the Natural Environment	○	The most impacts on the Natural Environment	◐	Moderate impacts on the Natural Environment
CULTURAL ENVIRONMENT						
Archaeology	●	No impacts to archaeological resources.	●	No impacts to archaeological resources.	◐	Some impacts to archaeological resources.
Cultural Heritage	●	No impacts to cultural heritage resources	●	No impacts to cultural heritage resources	●	No impacts to cultural heritage resources
SUMMARY	●	No impacts to the Cultural Environment.	●	No impacts to the Cultural Environment.	◐	Moderate impacts to the Cultural Environment.
SOCIO - ECONOMIC ENVIRONMENT						
Emergency/Secondary Access	●	Provides Secondary Access – Most direct connection to Hwy 406. Less redundancy to Railway incidents (+/- 575m separation)	●	Provides Secondary Access – Most direct connection to Hwy 406. Less redundancy to Railway incidents (+/- 575m separation)	◐	Provides Secondary Access – Less direct connection to Hwy 406. Most redundancy to Railway incidents (+/- 1100m separation)
Property Acquisition Needs	○	Property taking required for the entire route.	○	Property taking required for the entire route.	◐	Least amount of property taking required for this option.
Property Access Impacts	●	Least impacts to private property access (no driveways).	●	Least impacts to property access.	◐	Will impact property access/driveways. Requires reconfiguration of existing uses near E.S. Fox. Subject to occasional closures to accommodate dock use.
Servicing East Side of Tracks	◐	Provides sanitary and water to east of CNR. Existing stubs not utilized, requires replacement and upsizing of new Kottmeier Road Sanitary and Watermains.	◐	Provides sanitary and water to east of CNR. Existing stubs not utilized, requires replacement and upsizing of new Kottmeier Road Sanitary and Watermains.	●	Provides sanitary and water to east of CNR. Existing stubs are utilized, no replacement of existing infrastructure.
SUMMARY	◐	Will have the most property impacts and least access impacts.	◐	Will have the most property impacts and least access impacts.	◐	Least amount of property taking required for this option.
ECONOMICS						
Capital Costs	○	Most significant capital costs for construction and property acquisition.	○	Most significant capital costs for construction and property acquisition.	◐	Least amount of capital costs for construction and proprty acquisition
SUMMARY	○	Most significant costs.	○	Most significant costs.	◐	Least amount of capital costs.
CONCLUSIONS						
FINAL RECOMMENDATION	○	NOT PREFERRED - While this option is the most direct route, this option has very significant costs and the most impacts on the natural environment.	○	NOT PREFERRED - While this option is the most direct route, this option has very significant costs and the most impacts on the natural environment.	●	PREFERRED - This alternative has environmental impacts that can be minimized through mitigation and compensation. This alternative requires the least amount of property acquisition and has the least amount of costs. Meets the technical and transportation needs of the study area.

EVALUATION CRITERIA		Option 3A – Extension of Kottmeir Road Southerly / Easterly Road to Egerter		Option 3B – Extension of Kottmeir Road Southerly / Easterly Road to Egerter		Option 4 - Do Nothing
TRANSPORTATION & ENGINEERING						
Traffic Demand	●	New extension will meet traffic demands and growth in the area.	●	New extension will meet traffic demands and growth in the area.	○	No accomodation of increased demands. Does not provide opportunity for additional trip generation.
Traffic Operations	◐	New extension will improve traffic operations. Improvements on Kottmeir Road south of Merritt Road may be required.	◐	New extension will improve traffic operations. Improvements on Kottmeir Road south of Merritt Road may be required.	○	No improvements to operation of existing roadways.
Safety	●	Safety improvements are accommodated through extension. Improvements at Kottmeir Road and Egerter may be required.	●	Safety improvements are accommodated through extension. Improvements at Kottmeir Road and Egerter may be required.	○	As traffic increases it will make it less safe with a higher possibility of collisions.
Active Transportation	●	Improves Active Transportation as it could provide linkage to the Greater Niagara Circle Route (Welland Canal Trail). Requires improvements on Kottmeir Road to connect to existing.	●	Improves Active Transportation as it could provide linkage to the Greater Niagara Circle Route (Welland Canal Trail). Requires improvements on Kottmeir Road to connect to existing.	○	No oppourtunities will be provided for alternative modes of transportation i.e. bicycle lanes.
SUMMARY	●	Meets the technical and transportation needs of the study area.	●	Meets the technical and transportation needs of the study area.	○	Traffic conditions will worsen over time.
NATURAL ENVIRONMENT						
Terrestrial (Wetlands, SAR)	◐	Minimal imapcts to terrestrial resources.	◐	Minimal imapcts to terrestrial resources.	●	No impacts to terrestrial resources.
Aquatic (Fish, Fish Habitat, SAR)	◐	Requires realigmnet of Towpath Drain. Some impacts and enhancement opportunities.	◐	Requires realigmnet of Towpath Drain. Some impacts and enhancement opportunities.	●	No impacts to aquatic resources.
SUMMARY	◐	Least impacts on the Natural Environment	◐	Least impacts on the Natural Environment	●	No impacts to the natural environment.
CULTURAL ENVIRONMENT						
Archaeology	◐	Some archaeological impacts, a portion of the extension.	◐	Some archaeological impacts, a portion of the extension.	●	No impacts to archaeological resources.
Cultural Heritage	○	Impacts to a cultural heritage resource.	○	Impacts to a cultural heritage resource.	●	No impacts to cultural heritage resources
SUMMARY	○	Additional archaeological assessment required as well mitigation measures to protect the Welland Canal cultural heritage resource.	○	Additional archaeological assessment required as well mitigation measures to protect the Welland Canal cultural heritage resource.	●	No impacts to the cultural environment.
SOCIO - ECONOMIC ENVIRONMENT						
Emergency/Secondary Access	◐	Provides Secondary Access – Less direct connection to Hwy 406. More redundancy to Railway incidents (+/- 1000m separation)	●	Provides Secondary Access – Less direct connection to Hwy 406. Most redundancy to Railway incidents (+/- 1100m separation)	○	Doing Nothing will result in no improvements to access. Access in out of the area will become more difficult over time.
Property Acquisition Needs	◐	Least amount of property taking required for this option.	◐	Least amount of property taking required for this option.	●	No property impacts.
Property Access Impacts	◐	Will impact property access/driveways. Requires reconfiguration of existing uses near E.S. Fox. Subject to occasional closures to accommodate dock use.	◐	Will impact property access/driveways. Requires reconfiguration of existing uses near E.S. Fox. Subject to occasional closures to accommodate dock use.	●	No impacts to property access.
Servicing East Side of Tracks	●	Provides sanitary and water to east of CNR. Existing stubs are utilized, no replacement of existing infrastructure.	●	Provides sanitary and water to east of CNR. Existing stubs are utilized, no replacement of existing infrastructure.	○	No sanitary and water provided for lands east of CNR. Existing stubs are not utilized, no replacement of existing infrastructure.
SUMMARY	◐	Impacts to property and access. Effecintly provides servicing and second access.	◐	Impacts to property and access. Effecintly provides servicing and second access.	○	Does not provide a secondary access or servicing (water and sanitary) to existing or future residents.
ECONOMICS						
Capital Costs	◐	Significant capital costs for construction and property acquisition.	◐	Significant capital costs for construction and property acquisition.	●	No additional capital/construction costs.
SUMMARY	◐	Significant Costs.	◐	Significant costs.	●	No additional costs.
CONCLUSIONS						
FINAL RECOMMENDATION	○	NOT PREFERRED - this option has very significant costs and impacts the natural environment	○	NOT PREFERRED - this option has very significant costs and impacts the natural environment	○	NOT PREFERRED - Do nothing is not an option in the long term as traffic continues to increase. This option does not provide improvements for future development for this area of Thorold as identified in the Master Transportation Plan.