

PRELIMINARY EVALUATION OF ALTERNATIVE SOLUTIONS (DETAILED)

Category	Alternative 1: Do Nothing	Alternative 2: Improve Transit, Active Transportation and Transportation Demand Management	Alternative 3: Implement Localized Intersection Improvements	Alternative 4: Improve Alternate Roadways	Alternative 5: Implement Localized Intersection Improvements and Improve Alternate Roadways	Alternative 6: Limit Development of Surrounding Lands	Alternative 7: Construct New Roadway Crossing Grand River
Transportation	Does not address long term population and employment growth needs.	Does not adequately address long term population and employment growth needs.	Does not adequately address long term population and employment growth needs.	Somewhat improves the transportation network but does not improve access to Hwy 403 for SW Brantford.	Somewhat improves the transportation network but does not improve access to Hwy 403 for SW Brantford.	Does not address policy objectives which require accommodate of population and employment growth.	Would address population and employment growth in the SW area of Brantford including existing and future traffic needs.
Land Use Planning Objectives	Does not address existing policy objectives which support growth.	Does not adequately address existing policy objectives which support growth.	Somewhat consistent with existing policy objectives for transportation.	Somewhat consistent with existing policy objectives for transportation but does not fully address objectives.	Somewhat consistent with existing policy objectives for transportation but does not fully address objectives.	Does not sufficiently address existing and planned land uses as identified in the City of Brantford's Official Plan.	Consistent with policy objectives for transportation including the City's Transportation Master Plan
Natural Environment	No changes to the existing natural environment. Potential climate change impacts resulting from increased long-term congestion.	No significant changes to the existing natural environment. Moderate potential for climate change improvements resulting from fewer private vehicular trips.	No significant changes to the existing natural environment. Moderate potential for climate change improvements resulting from reduced idling; increased roadway footprint.	Potential for significant changes to the existing natural environment. Increased roadway footprint and induced demand would require mitigation of climate change impacts.	Potential for significant changes to the existing natural environment. Increased roadway footprint and induced demand would require mitigation of climate change impacts.	No changes to the existing natural environment. Potential for climate change improvements resulting from reduced carbon footprint of development.	Significant changes to the existing natural environment. Increased roadway footprint and induced demand would require mitigation of climate change impacts, although travel distance is reduced.
Social Environment	No impacts to private property.	No significant impacts to private property.	Potential for some impacts to private property.	Potential for impacts to private property including noise/vibration/aesthetics.	Potential for impacts to private property including noise/vibration/aesthetics.	Potential for impacts to developable lands.	Potential for moderate impacts to private property and noise/vibration/ aesthetics depending on alignment. Travel distance and times are improved.
Cultural Environment	No impacts to built and cultural heritage or archaeological resources.	No significant impacts to built and cultural heritage or archaeological resources.	Potential for some impacts to built and cultural heritage or archaeological resources.	Potential for impacts to built and cultural heritage or archaeological resources.	Potential for impacts to built and cultural heritage or archaeological resources	No impacts to built and cultural heritage or archaeological resources	Potential for high impacts to built and cultural heritage or archaeological resources.
Economic Environment	No new capital or operational funding required, however potential for economic growth is limited.	Potential for a moderate amount of new capital and operational funding required.	Potential for a moderate amount of new capital and operational funding required.	Potential for a high amount of new capital and operational funding required.	Potential for a high amount of new capital and operational funding required.	No new capital or operational funding required, however potential for economic growth is limited.	High amount of new capital and operational funding required, however potential for economic growth is high.
First Nation & Indigenous Communities	No impacts to archaeological resources.	No significant impacts to archaeological resources.	Potential impacts to Archaeological resources.	Potential impacts to Archaeological resources.	Potential impacts to Archaeological resources.	No impacts to archaeological resources.	Potential impacts to Archaeological resources and crosses the Haldimand Tract along the Grand River.
Other	No impacts to utilities, grading and drainage.	No significant impacts to utilities, grading and drainage.	Potential impacts to utilities, grading and drainage.	Potential impacts to utilities, grading and drainage.	Potential impacts to utilities, grading and drainage.	No impacts to utilities, grading and drainage.	High impacts to utilities, grading and drainage.