

**Brian Coburn Boulevard / Cumberland Transitway Westerly
Alternate Corridor Environmental Assessment Study
Short Listed Corridor Evaluation Criteria**

1. Transportation and Transit		
Criteria	Rationale	Comparison
Active Transportation	Maximize opportunities for walking and cycling.	Very Good / Good / Fair / Poor
Transit Ridership and Service	Greater potential to maximize transit ridership.	Very Good / Good / Fair / Poor
Park and Ride Access	Maximize convenient community access to and potential use of the existing Park and Ride lot.	Very Good / Good / Fair / Poor
Traffic Operations	Address congestion / minimize neighbourhood cut-through traffic.	Quantitative
Emergency Vehicle Access	Maintain / enhance emergency vehicle and service access.	Very Good / Good / Fair / Poor
Construction Staging and Phasing	Minimize traffic disruption / delays during construction.	Very Good / Good / Fair / Poor
	Provide best flexibility for incremental implementation.	Very Good / Good / Fair / Poor

2. Natural Environment		
Criteria	Rationale	Comparison
Fisheries & Aquatic Habitat	Minimize impact on water course crossings to protect fish habitat and stream corridors.	Quantitative
Terrestrial habitat	Avoid disruption of habitats by minimizing encroachment of invasive species.	Quantitative
Wetlands	Minimize impact and enhance wetland functions. Minimize impact on Mer Bleue bog. Minimize auto traffic on Anderson Road.	Quantitative
Greenbelt Core Natural Area	Minimize encroachment on NCC Greenbelt Core Natural Areas.	Quantitative
Greenbelt Natural Link	Minimize encroachment on NCC Greenbelt Natural Link Areas.	Quantitative
Habitat Fragmentation / Project Bundling	Minimize footprint and combine road and BRT with other existing infrastructure to decrease habitat fragmentation.	Quantitative
Natural Heritage Features (Municipal)	Minimize encroachment on municipal natural heritage features.	Quantitative

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Slope Stability	Minimize / avoid encroachment on areas with slope stability concerns.	Quantitative
Climate Change Mitigation	Minimize / avoid impact to carbon sinks (wetland, plants).	Quantitative
Climate Change Adaptation	Minimize flood risk to adjacent built assets. Minimize effect on slope stability and contribute to achieving the NCC's sustainable development strategy. Reduce risk due to projected potential severe storm effects of Climate Change.	Quantitative

3. Social / Cultural Environment

Criteria	Rationale	Comparison
Property Ownership	Minimize impact to private and federal property owners.	Quantitative
Agriculture	Minimize impact to agricultural lands and operations.	Quantitative
Business	Minimize impact to businesses including agricultural.	Quantitative
Air Quality, Noise, Vibration	Minimize impact on air quality, noise and vibration of existing and future residents to maximize enjoyment of outdoor amenity area.	Quantitative
Recreation	Minimize impacts to existing and proposed pathways and trails to maximize recreation activity within the Greenbelt.	Quantitative
Greenbelt Experience	Minimize traffic through the Greenbelt to maximize the tranquility of the Greenbelt, scenery, cultural landscapes and panoramic views.	Quantitative
Drinking Water Quality	Minimize impact on the water quality in Source Water Protection areas or near private wells.	Quantitative
Heritage Properties	Minimize potential encroachment on listed (Ottawa) heritage properties.	Quantitative
Archaeological Potential	Minimize encroachment on identified areas of Archaeological Potential. Recognize and protect traditional uses of the Algonquin First Nations that were present in the Mer Bleue sector. Recognize legacy Farm and Residential Tenants.	Quantitative
	Minimize impact on known Registered Archaeological Sites / Traditional Use Sites as they indicate areas with increased Archaeological Potential.	Quantitative

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4. Cost		
Criteria	Rationale	Comparison
Construction	Minimize construction cost.	Quantitative