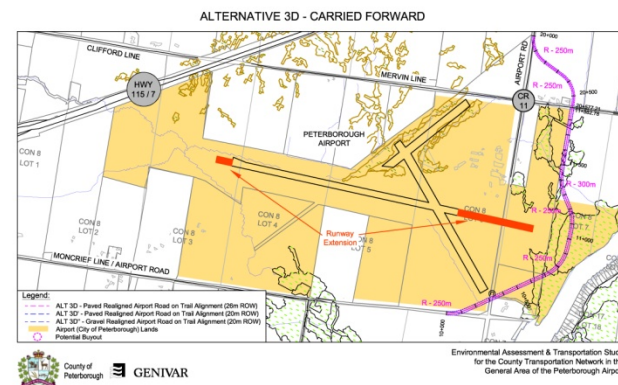
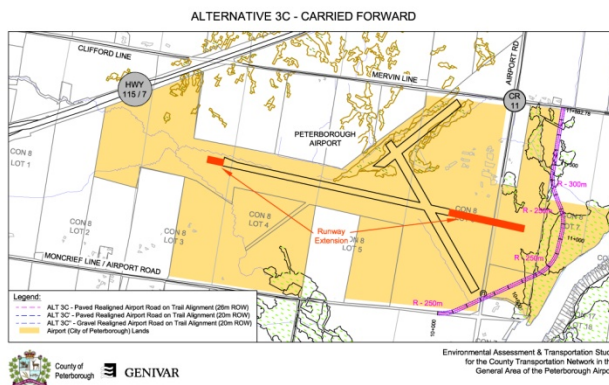
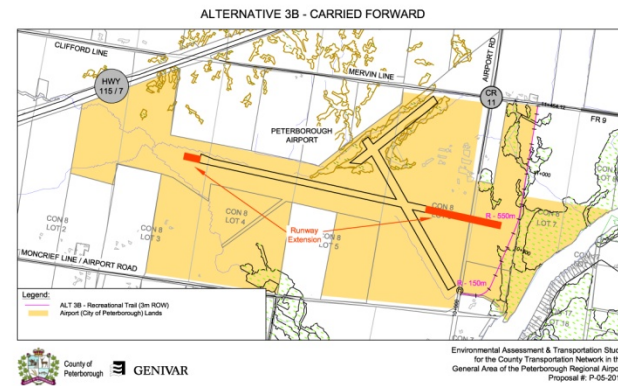
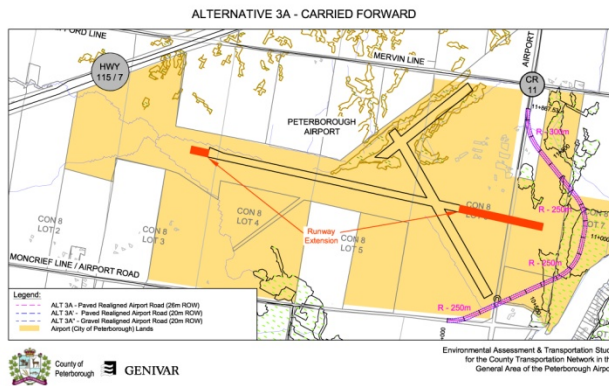




Figure 5
 Alternatives 3A, 3B, 3C and 3D





4.4.1 Evaluation Criteria

A long list of evaluation criteria was established from a review of the alignment alternatives. A screening exercise was undertaken to determine those sub-factors used in the detailed evaluation of alternatives (See **Table 2, Short List of Sub-factor Criteria**). The definitions and measurements for the short-listed sub-factors are described in **Appendix A**.

A sub-factor was carried forward to the “Short-List” of criteria if it was found to:

- be a measure of a meaningful difference among alternatives;
- capture a measurable difference among alternatives;
- not “double count” the effect that was measured under another sub-factor; and/or
- describe a difference in the natural or social environment that the TAC considered necessary to be included in the decision-making process.

Table 2
Short List of Sub-factor Criteria

FACTORS AND SUBFACTORS	UNIT
<i>Traffic and Transportation</i>	
Out-of-Way Travel	km
Out-of-Way Travel (Emergency Services)	Utility score provided by Cavan Monaghan Fire Department
Network Connectivity	no. of turns
Cycling and Pedestrian Link	Utility score provided by Peterborough Cycling Club
<i>Natural Environment</i>	
Loss of Floodplain Storage Area	ha
Loss of Provincial Significant Wetland (PSW) Area	ha
Loss of Locally Significant Wetland Area	ha
Loss of Permanent Fish Habitat	m ²
Loss of Seasonal Fish Habitat	m ²
Stormwater Runoff	m ³
<i>Economic Environment</i>	
Business Out-of-Way Travel	km
<i>Socio-Cultural Environment</i>	
Area of Archaeological Potential Impacted	ha
Residents with Increased Visual Intrusion	no.
<i>Land Use and Property</i>	
Accommodate/Support Airport Access	Utility score provided by City of Peterborough (Airport Authority)



FACTORS AND SUBFACTORS	UNIT
Number of Potential Residential Buyouts	no.
Airport Development Lands Required	ha
Urban Employment Area Required	ha
Countryside Rural Area Required	ha
Supports Fraserville Secondary Plan	Utility score provided by Township of Cavan Monaghan
Cost	
Life Cycle Cost	\$/million
Maintenance Cost	\$/million

The results of the evaluation are summarized in **Figures 6** and **7** and the corresponding sensitivity tests are shown in **Table 3**.

Alternative 3A” - Gravel Realigned Airport Road (20 m ROW) ranked the highest and was therefore selected as the Technically Preferred Alternative/Plan. In fact, the family of 3A alternatives ranked the highest, and the family of 3D alternatives ranked the second highest. The TAC weighted Transportation to be the most important criteria for selecting the preferred alignment alternative, with approximately 32%, followed by cost and natural environment with approximately 18% each. Alternative 3A” has good performance for minimizing vehicular and business out-of-way travel and a moderate capital cost.

The sensitivity analysis validated the results for the average TAC weights by demonstrating that Alternative 3A” consistently rated highest under all of the weighting scenarios. The evaluation and sensitivity results are detailed in full in **Appendix B**.



Figure 6
Ranking of Alternatives

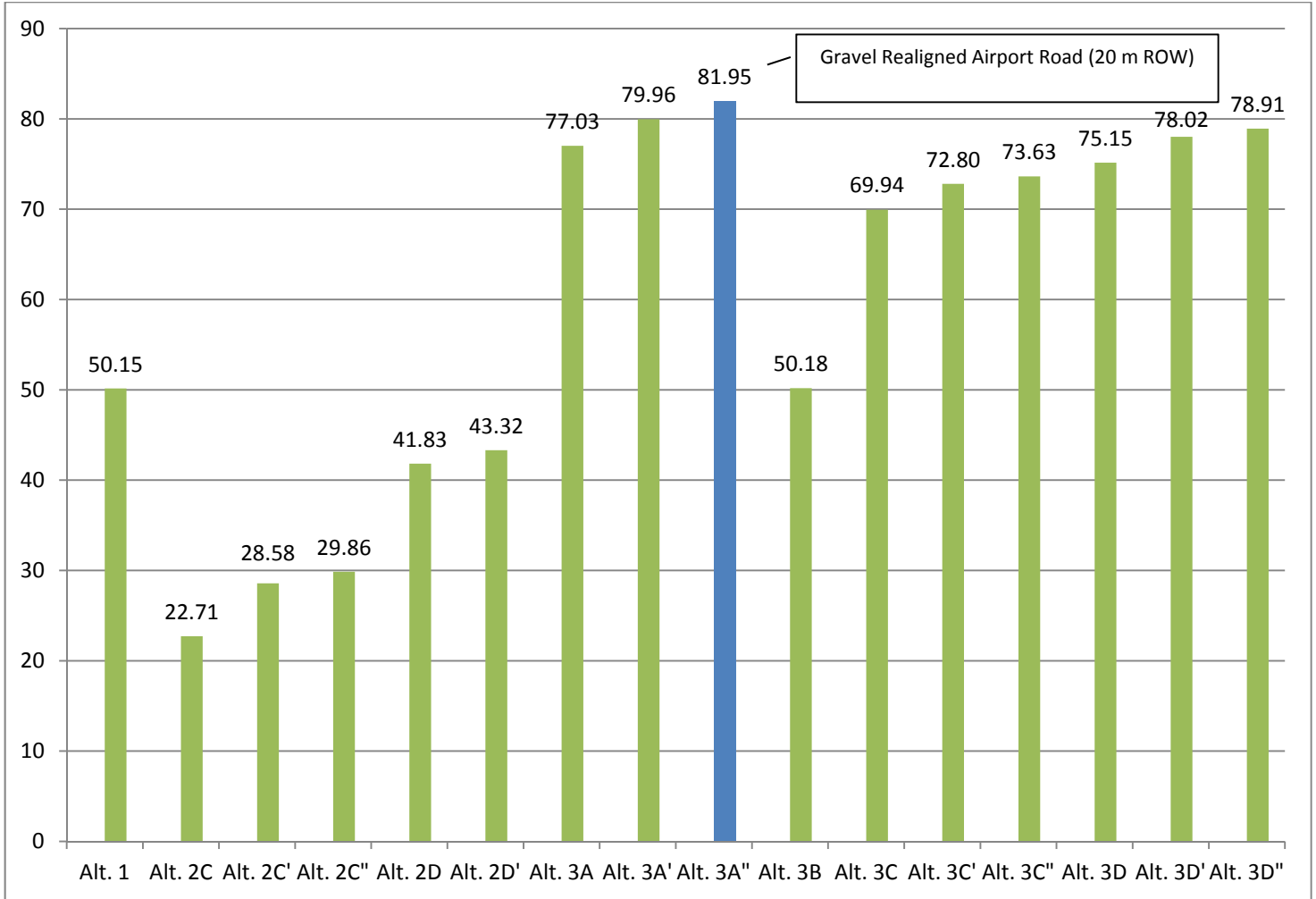
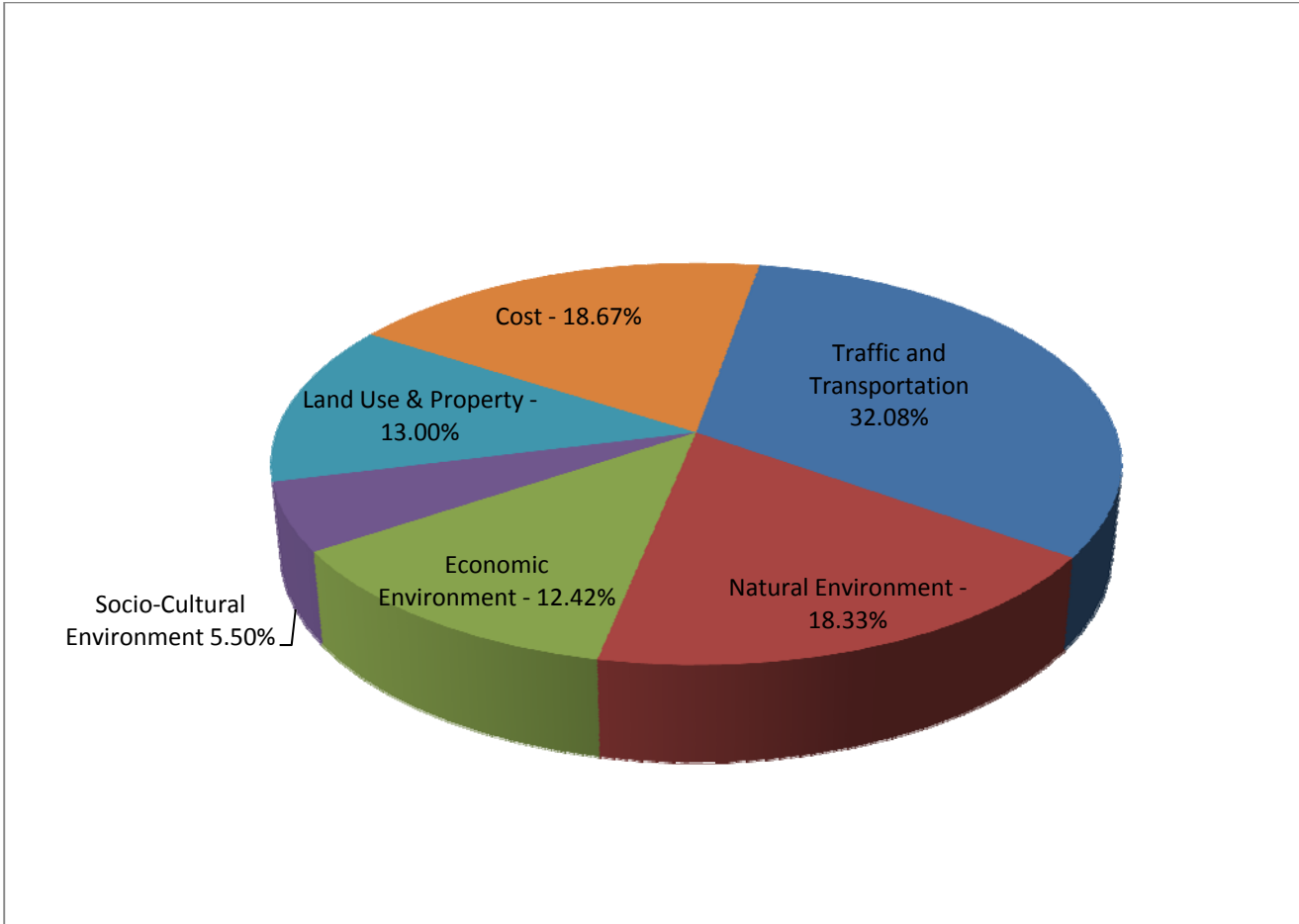




Figure 7
TAC Weights





**Table 3
 Sensitivity Tests**

Testing	Weight	Rankings															
		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Technical Advisory Committee	N/A	50.15	22.71	28.58	29.86	41.83	43.32	77.03	79.96	81.95	50.18	69.94	72.80	73.63	75.15	78.02	78.91
High Traffic & Transportation	45	40.61	23.79	28.54	29.34	33.87	35.08	81.40	83.77	85.15	42.71	70.11	72.43	72.87	79.88	82.20	82.70
Low Traffic & Transportation	20	59.07	21.71	28.61	30.34	49.27	51.03	72.94	76.40	78.95	57.17	69.78	73.15	74.35	70.73	74.11	75.38
High Natural Environment	35	60.32	22.31	30.55	32.02	50.11	52.01	77.10	80.17	81.96	58.51	70.81	73.84	74.72	74.23	77.41	78.40
Low Natural Environment	2	40.18	23.11	26.64	27.74	33.72	34.81	76.95	79.76	81.93	42.02	69.09	71.78	72.57	76.06	78.62	79.42
High Economic Environment	35	37.22	21.55	25.90	26.85	31.04	32.15	82.95	85.13	86.60	37.24	77.69	79.81	80.43	81.56	83.69	84.35
Low Economic Environment	5	54.39	23.10	29.46	30.85	45.37	46.99	75.08	78.27	80.42	54.43	67.39	70.50	71.40	73.05	76.16	77.13
High Socio-Cultural Environment	10	52.52	22.15	28.48	29.70	43.14	44.13	75.00	78.28	80.17	52.33	67.57	70.84	71.63	72.36	75.79	76.64
Low Socio-Cultural Environment	1	47.77	23.28	28.67	30.01	40.52	42.51	79.05	81.65	83.73	48.03	72.31	74.77	75.64	77.95	80.26	81.19
High Land Use & Property	20	50.85	25.19	31.07	32.24	43.84	44.87	74.01	77.34	79.80	50.64	69.61	72.79	73.56	73.37	76.68	77.50
Low Land Use & Property	3	49.15	19.18	25.02	26.45	38.96	41.11	81.33	83.70	85.02	49.52	70.41	72.82	73.74	77.71	79.94	80.94
High Cost	35	60.16	18.15	23.92	26.30	48.73	51.97	73.71	76.81	79.65	58.93	68.29	71.30	73.07	70.73	73.20	75.03
Low Cost	10	44.84	25.13	31.05	31.74	38.17	38.73	78.78	81.63	83.16	45.54	70.81	73.60	73.93	77.50	80.58	80.98



5.0 TECHNICALLY PREFERRED PLAN

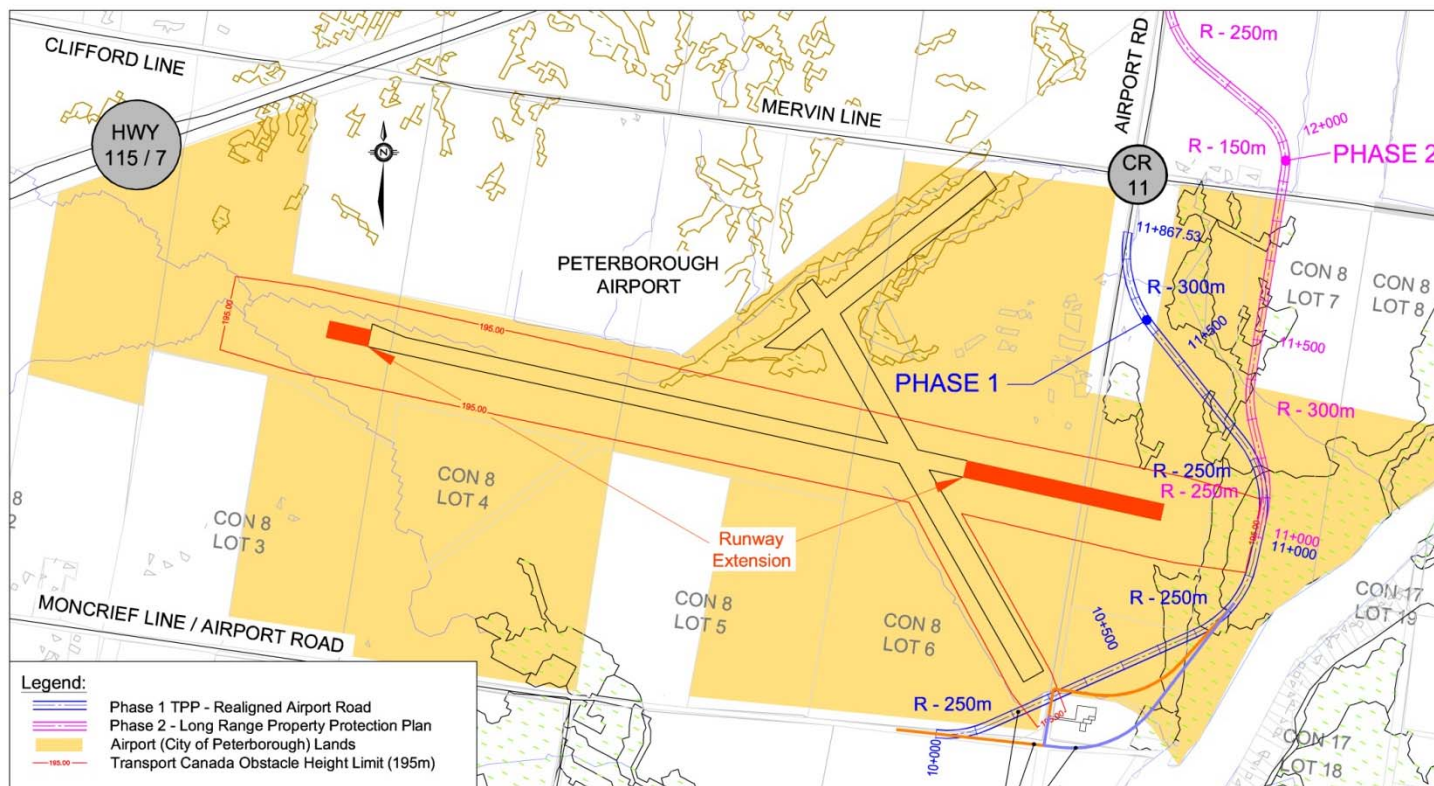
The Technically Preferred Plan (TPP) for this project is Alternative 3A” - Gravel Realigned Airport Road (20 m ROW). This alternative re-connects Airport Road (County Road 11) east of the new runway expansion. It is noted that the TPP does impact the future airport expansion development plans along existing Airport Road, north of the current runway extension. The TAC determined that a 2-phase approach should be available to implement the Technically Preferred Plan, subject to the availability of funding, timing of airport development or other County of Peterborough priorities. Phase 1 would see Alternative 3A” constructed and utilized in the short-term (5-10 years) or until development occurs along this portion of Airport Road. Phase 2 would see the implementation of Alternative 3D” - Gravel Realigned Airport Road on Trail Alignment (20 m ROW), which would shift Airport Road easterly and re-connect north of Mervin Line. Phase 2 would be a long term plan, and will require property protection by the County. Phase 2 works would be part of the scope of the EA.

Although the preferred alternatives are gravel surfaced, 20 m right-of-way facilities, the County has agreed to construct a surface-treated facility within a 26 m right-of-way subject to public input as part of the EA planning process. Should the roadway be downloaded to the City or Township, the 20 m ROW may be implemented.

The TPP is shown in **Figure 8**. The TPP will be shown at Public Open House No. 2 for public review and comment.



Figure 8
Technically Preferred Plan



County of
 Peterborough



GENIVAR

Sub -Options to TPP

Environmental Assessment & Transportation Study
 for the County Transportation Network in the
 General Area of the Peterborough Airport



Appendices



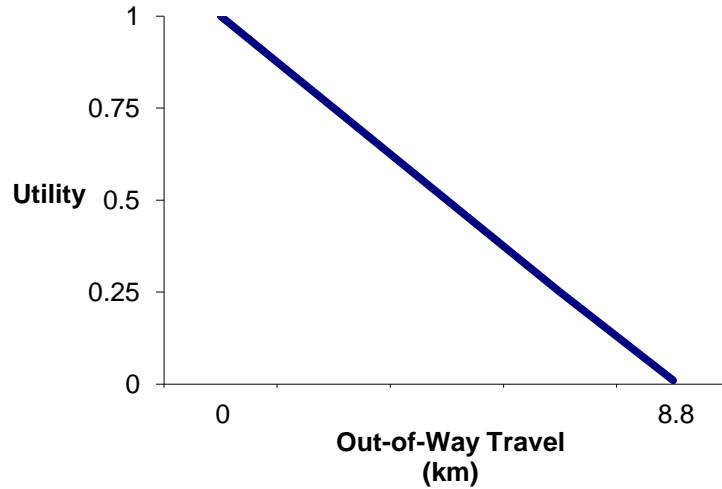
Appendix A

Definitions and Measurements

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Urban Employment Area Required	17
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Traffic & Transportation Out-of-Way Travel

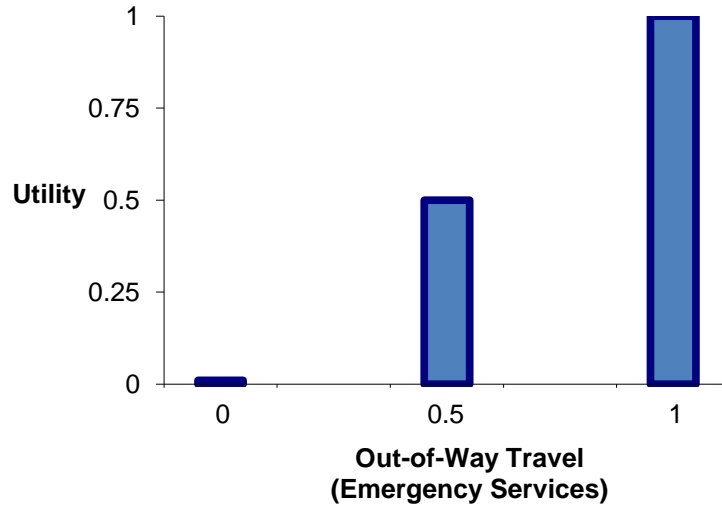


Description: This sub-factor measures the out-of way travel for vehicular traffic with each alternative. This sub-factor reflects local residents on Moncrief Line, Airport Road, Fraserville and Moore Drive. The maximum out-of-way travel is from the east end of Moncrief Line/Airport Road. Alternatives which provide the lowest out-of-way travel are preferred.

Alternatives	Out-of-Way Travel (Residents)
Alt. 1 – Airport Road Closure	8.8 km
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	7.2 km
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	7.2 km
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	7.2 km
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	8.8 km
Alt. 2D’ – Service Road (Westside only)	8.8 km
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	8.8 km
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0

Mitigation: None.

Traffic & Transportation
Out-of-Way Travel (Emergency Services)

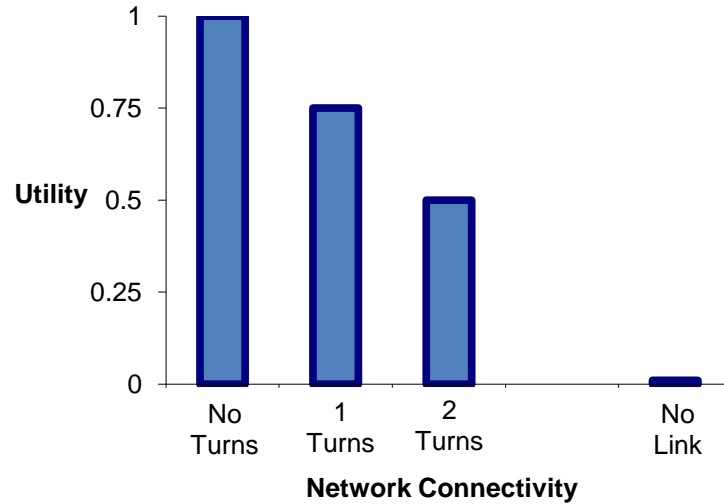


Description: This sub-factor measures the level of service for emergency services with each alternative. Primary fire service for the North Monaghan is from the City of Peterborough with secondary service from Millbrook. Ambulance service is provided from the City of Peterborough and police response is provided by roaming vehicles. Alternatives which provide the highest level of service are preferred. Utility scores were provided by members of the Cavan-Monaghan Fire Department.

Alternatives	Out-of-Way Travel (Emergency Services)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D’ – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	1
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	1
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	1
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0.5
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0.5
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0.5
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1

Mitigation: None.

Traffic & Transportation Network Connectivity

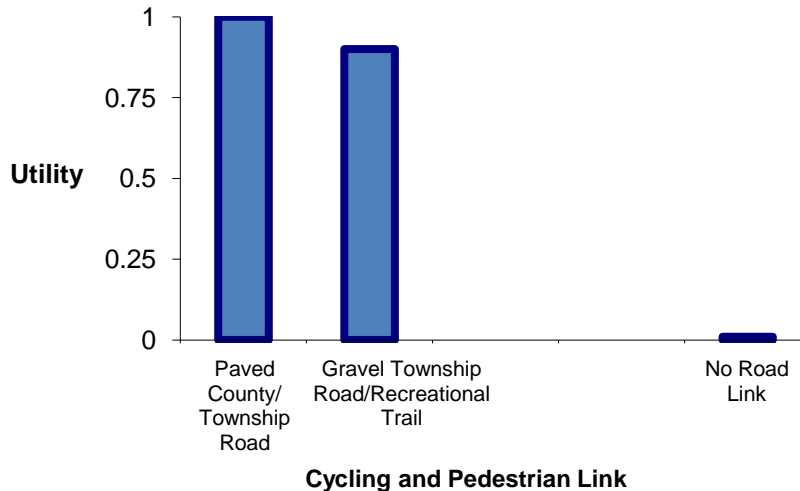


Description: This sub-factor measures whether the alternative provides a continuous route for vehicles along Airport Road. Those alternatives that introduce no turning movements are preferred. Alternatives that do not provide a link are rated as zero.

Alternatives	Network Connectivity
Alt. 1 – Airport Road Closure	No Link
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	1 Turn
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	1 Turn
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	1 Turn
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	No Link
Alt. 2D' – Service Road (Westside only)	No Link
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	No Turns
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	No Turns
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	No Turns
Alt. 3B – Recreational Trail	No Link
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	2 Turns
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	2 Turns
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2 Turns
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	No Turns
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	No Turns
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	No Turns

Mitigation: None.

Traffic & Transportation
Cycling and Pedestrian Link

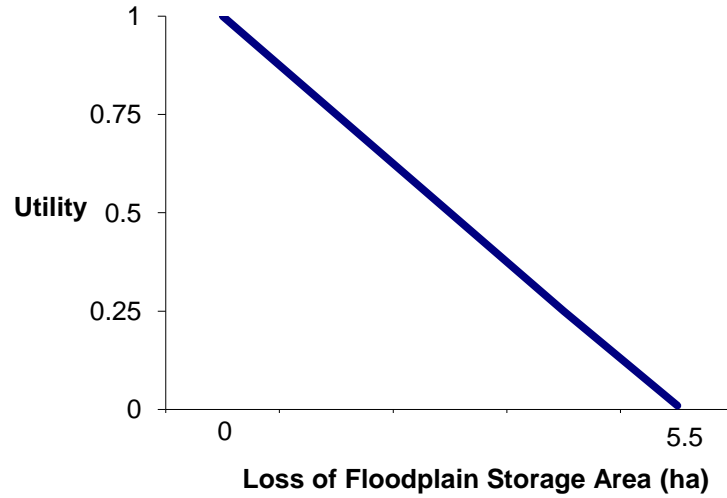


Description: This sub-factor measures the attractiveness of each alternative for cycling and pedestrian traffic. Following discussions with members of the Peterborough Cycling Club (PCC), a new paved County or Township roadway was the most preferred option while a new gravel Township roadway or recreational trail was rated very closely. The lowest rated option was not providing a new link for cyclists or pedestrians because of the large distance for out-of-way travel which is on routes not conducive to non-auto modes of travel. *The PCC endorsed the ratings for this criterion.*

Alternatives	Cycling and Pedestrian Link
Alt. 1 – Airport Road Closure	No Road Link – 0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	Paved County/Township Road - 1
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	Paved County/Township Road - 1
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	Gravel Township Road/Recreational Trail – 0.9
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	No Road Link – 0
Alt. 2D’ – Service Road (Westside only)	No Road Link – 0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	Paved County/Township Road - 1
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	Paved County/Township Road - 1
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	Gravel Township Road/Recreational Trail – 0.9
Alt. 3B – Recreational Trail	Gravel Township Road/Recreational Trail – 0.9
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	Paved County/Township Road - 1
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	Paved County/Township Road - 1
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	Gravel Township Road/Recreational Trail – 0.9
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	Paved County/Township Road - 1
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	Paved County/Township Road - 1
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	Gravel Township Road/Recreational Trail – 0.9

Mitigation: Signage for preferred cycling route.

Natural Environment
 Loss of Floodplain Storage Area



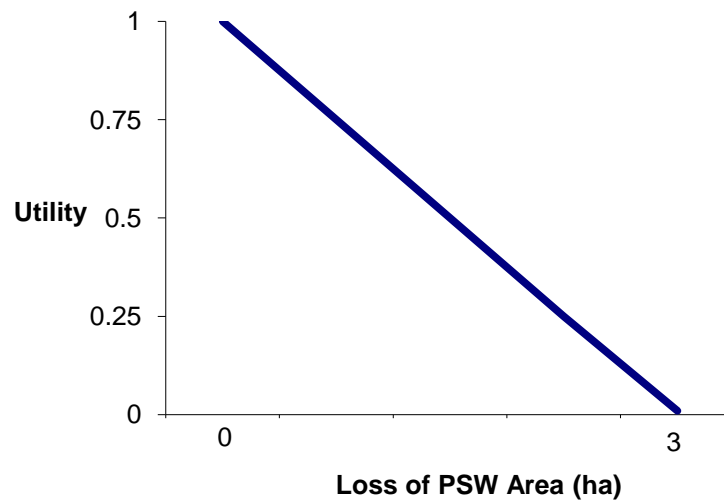
Description: This sub-factor measures the area of floodplain storage that will be lost with each alternative. Alternatives that result in the least amount of floodplain storage loss are preferred. The floodplain areas are shown as per the draft Fraserville Land Use Plan (June 1, 2010) and draft Township of Cavan Monaghan Official Plan (June 1, 2010).

Alternatives	Loss of Floodplain Storage Area (ha)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0.7
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0.5
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0.5
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0.15
Alt. 2D’ – Service Road (Westside only)	0.15
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	3.9
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	3
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	3
Alt. 3B – Recreational Trail	0.42
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	4.2
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	3.2
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	3.2
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	5.5
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	4.2
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	4.2

Mitigation: None.

Natural Environment

Loss of Provincial Significant Wetland (PSW) Area



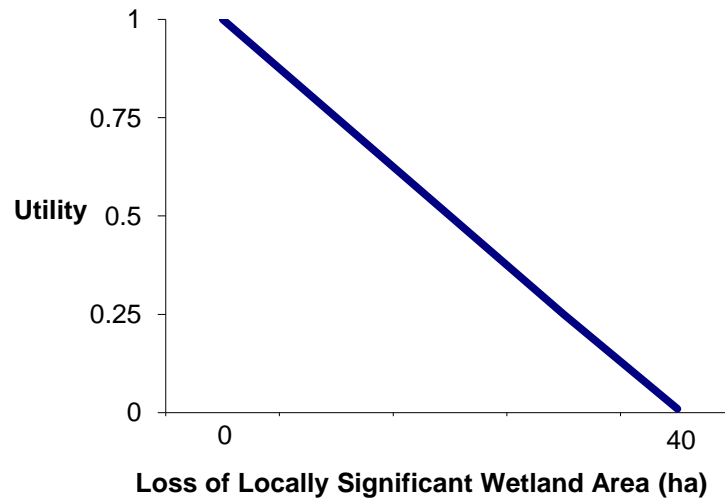
Description: This sub-factor measures the area of Provincial Significant Wetland (PSW) that is impacted by each alternative. *The Peterborough Airport Wetland Complex, containing 101 individual wetland components extending from the vicinity of the airport runways northward across Mervin Line and beyond Highway 115, is a designated PSW. 30 to 40% of the wetland is located within the study area.* The loss of PSW also includes the loss of adjacent lands (uplands within 120 m of the PSW boundary). Alternatives that impact the least amount of PSW are preferred. The PSW area is shown as per the draft Fraserville Land Use Plan (June 1, 2010) and draft Township of Cavan Monaghan Official Plan (June 1, 2010) and are designated as part of the Natural Heritage System.

Alternatives	Loss of PSW Area (ha)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	3
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	2.34
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	2.34
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	1
Alt. 2D' – Service Road (Westside only)	0.14
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0

Mitigation: None.

Natural Environment

Loss of Locally Significant Wetland Area

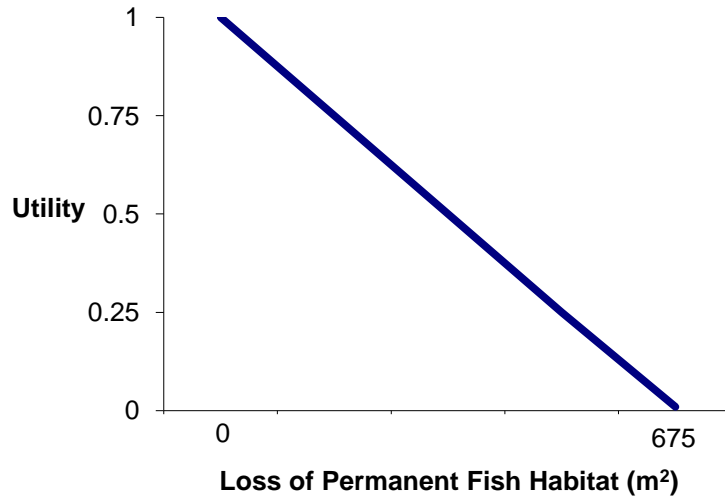


Description: This sub-factor measures the area of Locally Significant Wetland that is impacted by each alternative. The impact includes the area required for the roadway footprint as well as the area to the west of the roadway segregated from the rest of the wetland. *The Otonabee River Floodplain Swamp Complex marking the eastern boundary of the study area is not a Provincial Significant Wetland (PSW) protected under the terms of the Provincial Policy Statement but is considered to be of Regional significance.* Alternatives that impact the least amount of locally significant wetland are preferred. The wetland area is shown as per the draft Frasersville Land Use Plan (June 1, 2010) and draft Township of Cavan Monaghan Official Plan (June 1, 2010) and are designated as part of the Natural Heritage System.

Alternatives	Loss of Locally Significant Wetland Area (ha)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D' – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	30
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	29
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	29
Alt. 3B – Recreational Trail	29
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	40
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	39.2
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	39.2
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	40
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	39.2
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	39.2

Mitigation: None.

Natural Environment
Loss of Permanent Fish Habitat

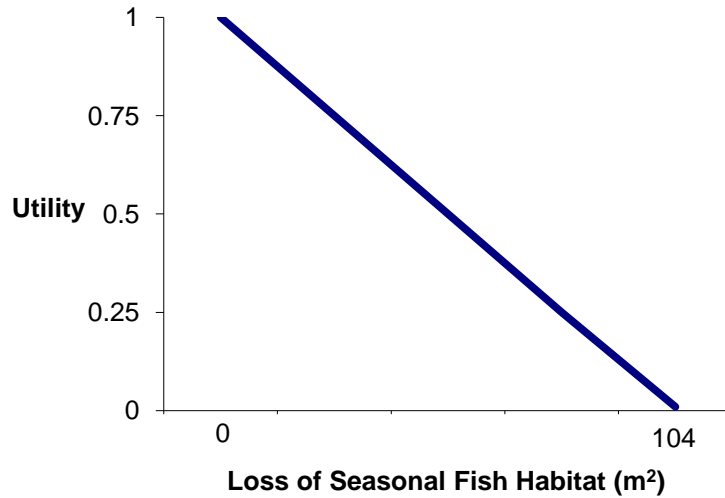


Description: This sub-factor measures the area of permanent fish habitat lost with each alternative. Warm water fish habitat is located within Cavan Creek. The Cavan Creek crossings are approximately 13 m wide. Alternatives that remove the least amount of permanent fish habitat are preferred.

Alternatives	Loss of Permanent Fish Habitat (m ²)
Alt. 1 – Airport Road Closure	No permanent streams crossed – 0 m ²
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	Crosses 2 permanent streams – 675 m ²
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	Crosses 2 permanent streams – 520 m ²
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	Crosses 2 permanent streams – 520 m ²
Alt. 2D – Service Road (Cul-de-Sac at creek crossing)	No streams crossed – 0 m ²
Alt. 2D’ – Service Road (Westside only)	Crosses 1 permanent stream – 260 m ²
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3B – Recreational Trail	No permanent streams crossed – 0 m ²
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	No permanent streams crossed – 0 m ²
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	No permanent streams crossed – 0 m ²

Mitigation: Fish habitat compensation may be required by the DFO. Where required, mitigation can be mitigated with known technology.

Natural Environment
 Loss of Seasonal Fish Habitat

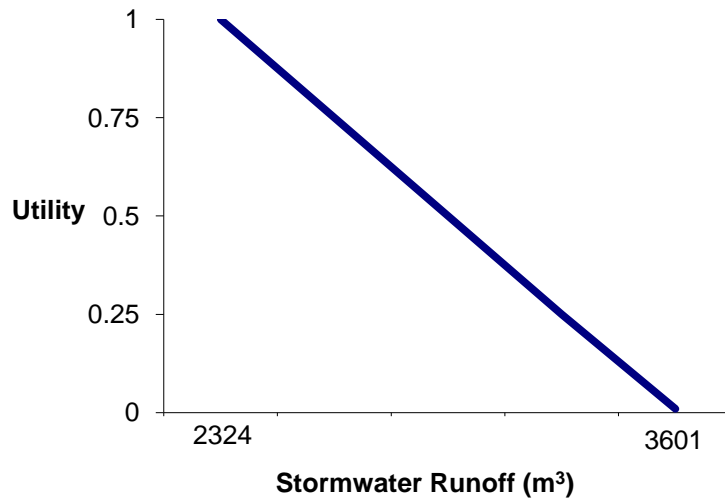


Description: This sub-factor measures the area of seasonal fish habitat lost with each alternative. Ephemeral streams are considered to be 2 m wide. Alternatives that remove the least amount of seasonal fish habitat are preferred.

Alternatives	Loss of Seasonal Fish Habitat (m ²)
Alt. 1 – Airport Road Closure	No ephemeral streams crossed – 0 m ²
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	Crosses 1 ephemeral stream – 52 m ²
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	Crosses 1 ephemeral stream – 40 m ²
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	Crosses 1 ephemeral stream – 40 m ²
Alt. 2D – Service Road (Cul-de-Sac at creek crossing)	No ephemeral streams crossed – 0 m ²
Alt. 2D’ – Service Road (Westside only)	No ephemeral streams crossed – 0 m ²
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	Crosses 2 ephemeral streams – 104 m ²
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²
Alt. 3B – Recreational Trail	Crosses 1 ephemeral stream – 6 m ²
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	Crosses 2 ephemeral streams – 104 m ²
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	Crosses 2 ephemeral streams – 104 m ²
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	Crosses 2 ephemeral streams – 80 m ²

Mitigation: Fish habitat compensation may be required by the DFO. Where required, mitigation can be mitigated with known technology.

Natural Environment
Stormwater Runoff



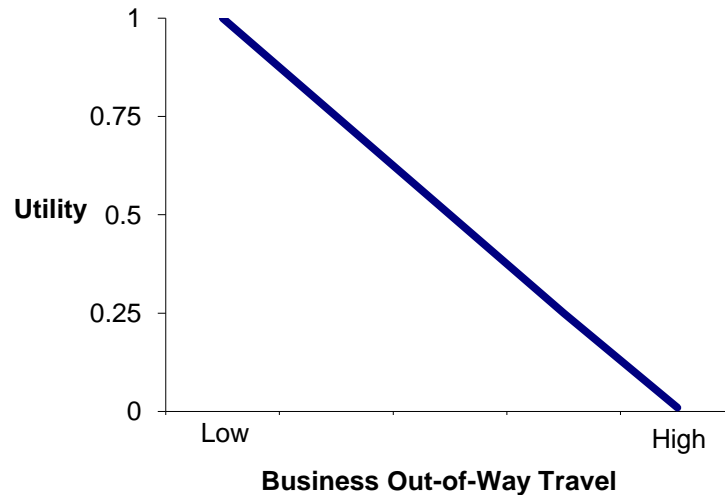
Description: This sub-factor measures the amount of stormwater runoff generated by each alternative (this includes new and existing roadways). Alternatives that have the least amount of impervious surface will generate the smallest amount of runoff. The alternative that provides the least amount of stormwater runoff is preferred. This sub-factor measures the effect for both water quality and water quantity effects of the project.

Alternatives	Stormwater Runoff (m ³)
Alt. 1 – Airport Road Closure	2324
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	3601
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	3367
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	2992
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	2877
Alt. 2D’ – Service Road (Westside only)	2667
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	2896
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	2784
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	2607
Alt. 3B – Recreational Trail	2433
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	2923
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	2811
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2632
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	3164
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	3018
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2784

Mitigation: The effects of increased stormwater runoff are considered mitigable through the use of stormwater best management practices as a quality best management practice (BMP).

Economic Environment

Business Out-of-Way Travel



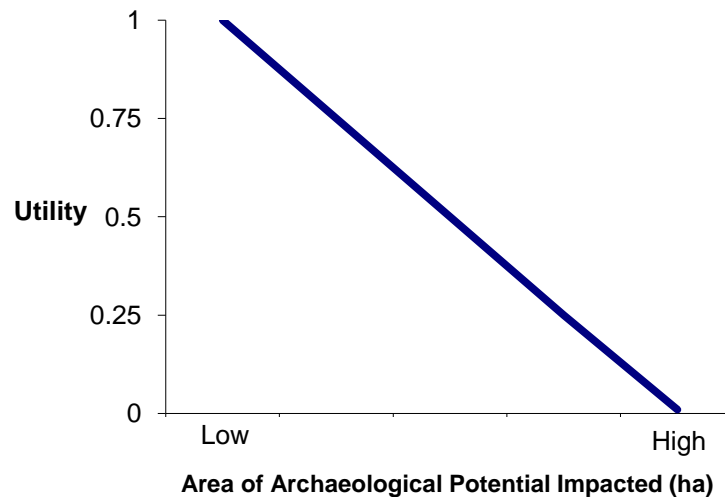
Description: This sub-factor measures the out-of way travel for the businesses with each alternative. Alternatives which provide the lowest out-of-way travel are preferred. The businesses (Higgins Hardwood Flooring, Irvin Paving, Sod Farm, etc.) are located on Moncrief Line and Airport Road and several owners have expressed concern regarding the accessibility for clients and for vehicles travelling to/from Peterborough. Out-of-Way travel will be measured from the Airport Road/Moncrief Line corner to the Airport Road/Mervin Line intersection.

Alternatives	Business Out-of-Way Travel
Alt. 1 – Airport Road Closure	8.8 km
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	7.2 km
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	7.2 km
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	7.2 km
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	8.8 km
Alt. 2D' – Service Road (Westside only)	8.8 km
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	8.8 km
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0

Mitigation: None.

Socio-Cultural Environment

Area of Archaeological Potential Impacted



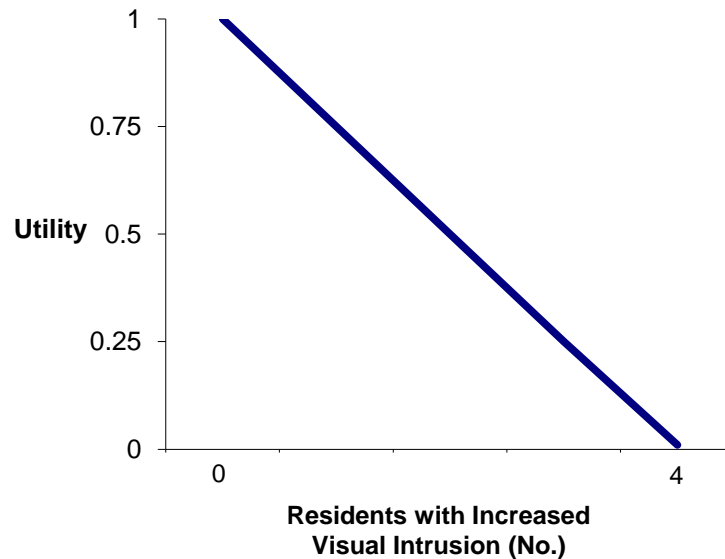
Description: This sub-factor measures the area of archaeological potential (moderate to high) impacted with each alternative. Areas that have are archaeological potential are areas that are within 300 m of primary water sources (lakes, rivers, streams and creeks) and past water sources, 200 m from secondary water sources (intermittent streams and creeks, springs marshes and swamps), 100 m from historic features, such as homesteads, schools, churches, roads and railways. Alternatives that impact the least amount of area with archaeological potential are preferred.

Alternatives	Area of Archaeological Potential Impacted (ha)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	6
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	4.6
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	4.6
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0.8
Alt. 2D' – Service Road (Westside only)	1.6
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	3.9
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	3
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	3
Alt. 3B – Recreational Trail	0.42
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	4.2
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	3.2
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	3.2
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	5.5
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	4.2
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	4.2

Mitigation: Should any artifacts be found within the study area, the Ministry of Culture will be notified and the artifacts will be recorded and relocated to a museum

Socio-Cultural Environment

Residents with Increased Visual Intrusion



Description: This sub-factor measures whether residents along will have increased visual intrusion with any of the alternatives. Visual intrusion is defined as:

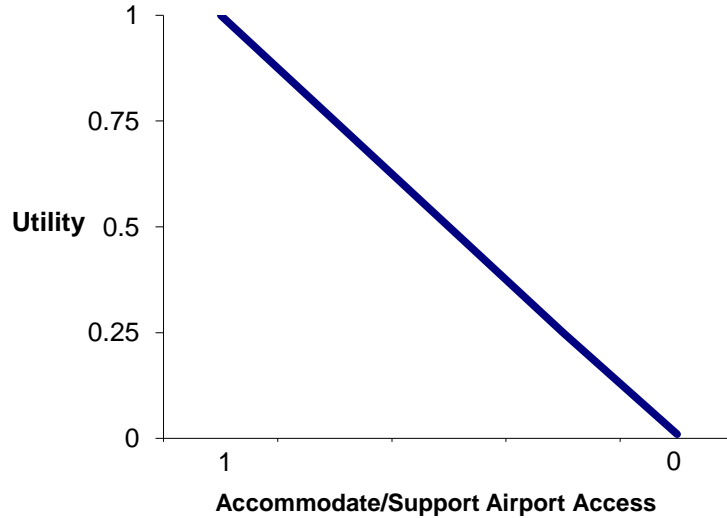
1. New road alignment adjacent to dwelling unit;
2. Dwelling unit is within 100 m of road; and
3. Dwelling unit has a new unobstructed view of a new or relocated road.

Alternatives that have the least number of homes closer to the roadway are preferred.

Alternatives	Residents with Increased Visual Intrusion
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	2
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	2
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	2
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	2
Alt. 2D' – Service Road (Westside only)	2
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	2
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	2
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	2
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	3
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	3
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	3
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	2
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	2
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2

Mitigation: Landscaping for visual screening.

Land Use and Property
Accommodate/Support Airport Access

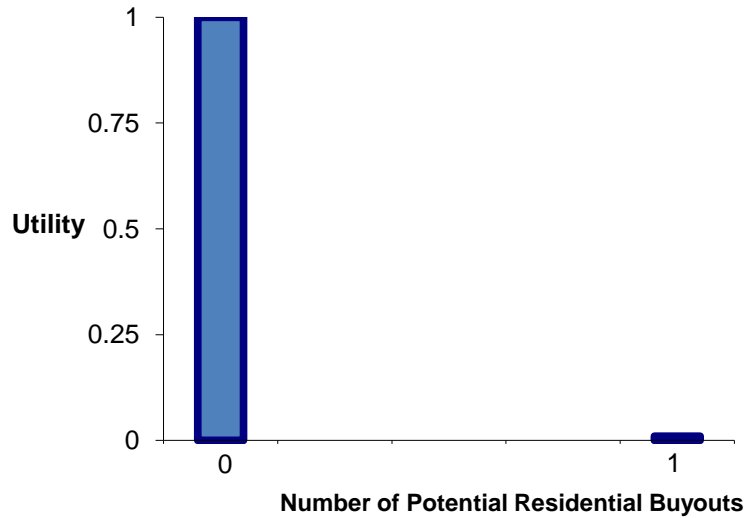


Description: This sub-factor measures whether an alternative accommodates/supports the access to the airport for both customers and employees that have trips originating from the south. Utility scores were provided by the City of Peterborough representative.

Alternatives	Accommodate/Support Airport Development
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0.4
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	0.4
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	0.4
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D' – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1

Mitigation: None.

Land Use and Property
Number of Potential Residential Buyouts

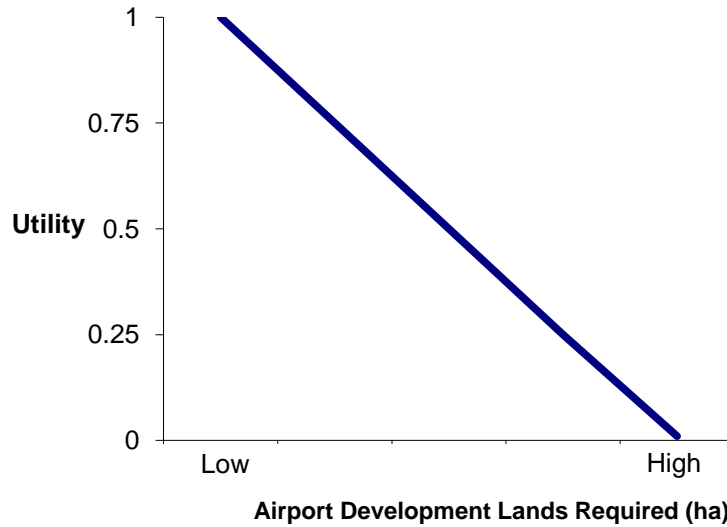


Description: This sub-factor measures the number of potential residential buyouts that are required with any of the alternatives. Alternatives that require the least number of residential buyouts are preferred.

Alternatives	Number of Potential Residential Buyouts
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D’ – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1

Mitigation: Financial compensation for any property acquisitions.

Land Use and Property Airport Development Lands Required

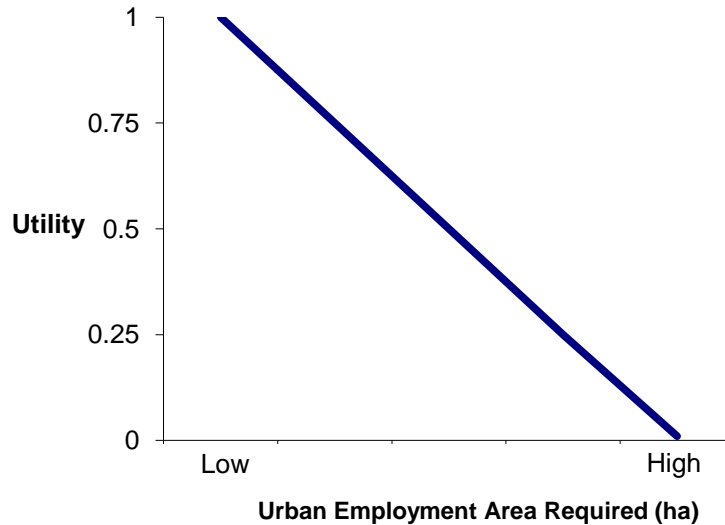


Description: This sub-factor measures the amount of Airport Development Lands that is required with each alternative. Alternatives that require the least amount of Airport Development Lands are preferred.

Alternatives	Airport Development Lands Required (ha)
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	1.95
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	1.5
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	1.5
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D’ – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	3.6
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	2.8
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	2.
Alt. 3B – Recreational Trail	0.3
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	3
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	2.3
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2.3
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	3
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	2.3
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	2.3

Mitigation: Financial compensation for any property acquisitions.

**Land Use and Property
Urban Employment Area Required**

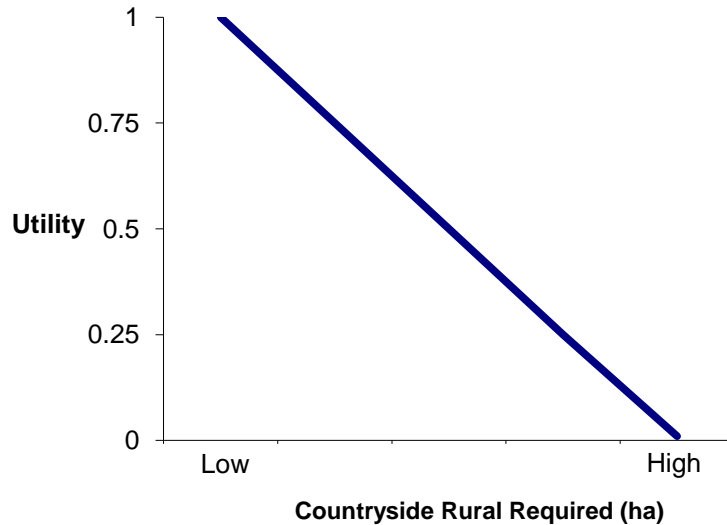


Description: This sub-factor measures the amount of urban employment area that is required with each alternative. In accordance with the draft Fraserville Land Use Plan (June 1, 2010), Urban employment area is located northerly of Moncrief Line from County Road 28 easterly to just west of Bartlett Road. The majority of this land is currently utilized for agricultural purposes. Alternatives that require the least amount of urban employment area are preferred.

Alternatives	Urban Employment Area Required
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	1.1
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0.8
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0.8
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D’ – Service Road (Westside only)	0.8
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0

Mitigation: Financial compensation for any property acquisitions.

Land Use and Property
Countryside Rural Area Required

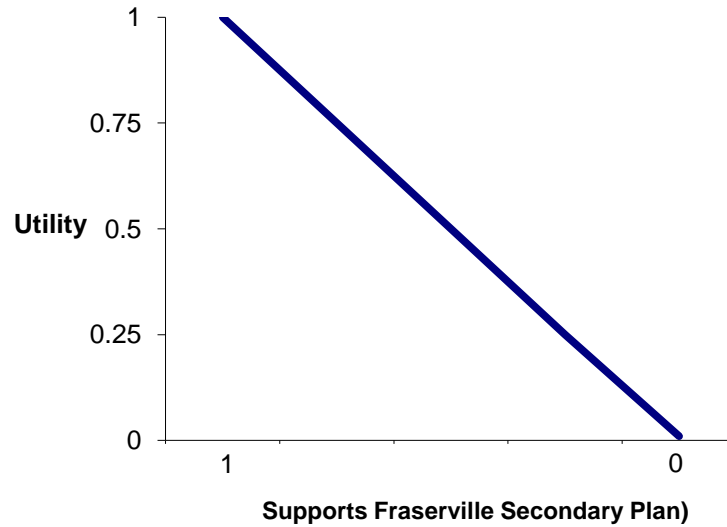


Description: This sub-factor measures the amount of countryside rural area that is required with each alternative. In accordance with the draft Township of Cavan Monaghan Official Plan (June 1, 2010), countryside rural area is located in the northeast quadrant of the Airport Road Mervin Line intersection: Alternatives that require the least amount of countryside rural area are preferred.

Alternatives	Countryside Rural Area Required
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0
Alt. 2D’ – Service Road (Westside only)	0
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	0
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	0
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	0
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1.5
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1.2
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1.2

Mitigation: Financial compensation for any property acquisitions.

**Land Use and Property
 Supports Fraserville Secondary Plan**

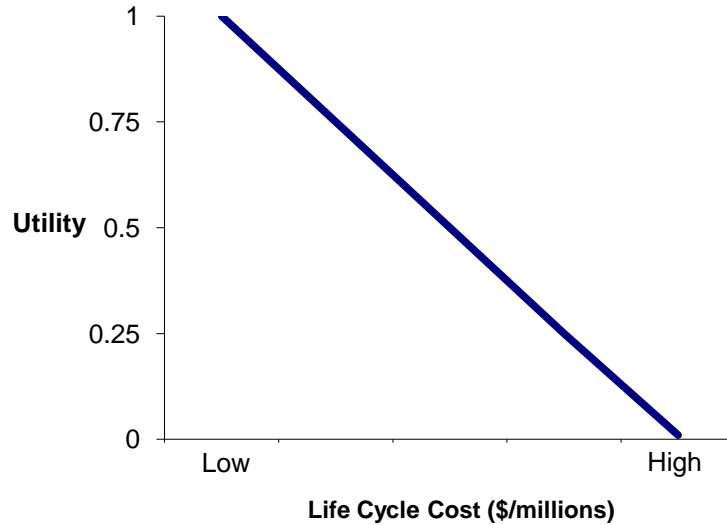


Description: This sub-factor measures whether an alternative supports the Fraserville Secondary Plan: Alternatives that provide a continuous roadway for the eastern region and accommodate development within the Secondary Plan are preferred. Utility scores were provided by Township of Cavan Monaghan representatives.

Alternatives	Supports Fraserville Secondary Plan
Alt. 1 – Airport Road Closure	0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	0.6
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	0.6
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	0.6
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	0.5
Alt. 2D’ – Service Road (Westside only)	0.5
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	1
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	1
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	1
Alt. 3B – Recreational Trail	0
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	0.7
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	0.7
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	0.7
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	1
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	1
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	1

Mitigation: None.

Cost
Life Cycle Cost

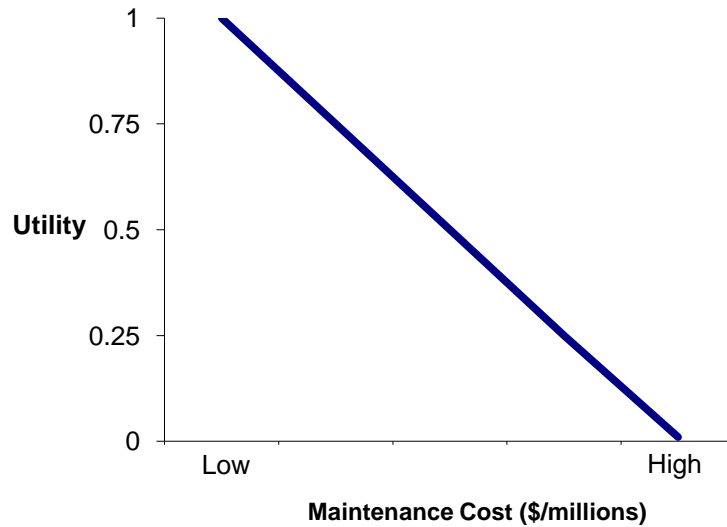


Description: This sub-factor measures the cost of each alternative. Alternatives with lower life cycle cost are preferred.

Alternatives	Life Cycle Cost (\$/millions)
Alt. 1 – Airport Road Closure	\$0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	\$4,674,400
Alt. 2C' – Paved Service Road Connection to Mervin Line (20 m ROW)	\$4,362,000
Alt. 2C'' – Gravel Service Road Connection to Mervin Line (20 m ROW)	\$4,028,000
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	\$1,022,400
Alt. 2D' – Service Road (Westside only)	\$568,500
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	\$1,740,250
Alt. 3A' – Paved Realigned Airport Road (20 m ROW)	\$1,528,500
Alt. 3A'' – Gravel Realigned Airport Road (20 m ROW)	\$1,280,500
Alt. 3B – Recreational Trail	\$251,000
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	\$1,711,550
Alt. 3C' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	\$1,509,800
Alt. 3C'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	\$1,258,800
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	\$2,131,000
Alt. 3D' – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	\$2,128,500
Alt. 3D'' – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	\$1,800,500

Mitigation: None.

**Cost
Maintenance Cost**



Description: This sub-factor measures the cost of maintaining an alternative. The maintenance cost for roadways is determined with a net present value (NPV) using a 6% discount rate over a 30 year period of maintaining the road. Any alternative that includes a structure over Cavan Creek will also take into account the net present value at 15 and 30 years to maintain the structure. Paved roadway would have a maintenance cost of \$6,000/km, gravel roadway is estimated at \$10,000/km and the recreational trail is \$3,000/km. Alternatives with pavement over wetlands have included future resurfacing at years 15 and 30 as well. Alternatives that have a smaller maintenance cost are preferred.

Alternatives	Maintenance Cost Net Present Value (\$/millions)
Alt. 1 – Airport Road Closure	\$0
Alt. 2C – Paved Service Road Connection to Mervin Line (26 m ROW)	\$673,983
Alt. 2C’ – Paved Service Road Connection to Mervin Line (20 m ROW)	\$656,983
Alt. 2C’’ – Gravel Service Road Connection to Mervin Line (20 m ROW)	\$616,983
Alt. 2D – Service Roads (Cul-de-Sacs at creek crossing)	\$198,400
Alt. 2D’ – Service Road (Westside only)	\$124,000
Alt. 3A – Paved Realigned Airport Road (26 m ROW)	\$311,360
Alt. 3A’ – Paved Realigned Airport Road (20 m ROW)	\$299,360
Alt. 3A’’ – Gravel Realigned Airport Road (20 m ROW)	\$235,600
Alt. 3B – Recreational Trail	\$55,800
Alt. 3C – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	\$291,360
Alt. 3C’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	\$279,360
Alt. 3C’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	\$235,600
Alt. 3D – Paved Realigned Airport Road on Trail Alignment (26 m ROW)	\$336,000
Alt. 3D’ – Paved Realigned Airport Road on Trail Alignment (20 m ROW)	\$324,000
Alt. 3D’’ – Gravel Realigned Airport Road on Trail Alignment (20 m ROW)	\$310,000

Mitigation: None.



Appendix B

TAC Calculations and Sensitivity Tests

**County of Peterborough
Airport Road EA
Calculations**

Apr-11

**County of Peterborough
Airport Road EA
Detailed Calculations - TAC Weights**

GLOBAL FACTORS	Global Weights												Average Weight
	1	2	3	4	5	6	7	8	9	10	11	12	
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00

TRAFFIC & TRANSPORTATION	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	11.10
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	12.30
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	4.81
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	3.88
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	32.08

NATURAL ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.68
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	7.78
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.86
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	4.71
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.95
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.36
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	18.33

ECONOMIC ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	12.42
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	12.42

SOCIO-CULTURAL ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	3.71
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.79
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	5.50

LAND USE AND PROPERTY	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.27
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.32
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	4.58
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.77
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.98
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.08
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.00

COST	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	14.08
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	4.59
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	18.67

**County of Peterborough
Airport Road EA
Detailed Calculations - TAC Weights
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3=no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m ²	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m ²	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.80
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.20	0.12	0.31	0.30	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Detailed Calculations - TAC Weights
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

NATURAL ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64

ECONOMIC ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

COST	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54

**County of Peterborough
Airport Road EA
Detailed Calculations - TAC Weights
Scores**

		Score															
TRAFFIC & TRANSPORTATION		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel		0.00	2.02	2.02	2.02	0.00	0.00	11.10	11.10	11.10	0.00	11.10	11.10	11.10	11.10	11.10	11.10
Out-of-Way Travel (Emergency Services)		0.00	0.00	0.00	0.00	0.00	0.00	12.30	12.30	12.30	0.00	6.15	6.15	6.15	12.30	12.30	12.30
Network Connectivity		0.00	3.21	3.21	3.21	0.00	0.00	4.81	4.81	4.81	0.00	1.60	1.60	1.60	4.81	4.81	4.81
Cycling and Pedestrian Link		0.00	3.88	3.88	3.49	0.00	0.00	3.88	3.88	3.49	3.49	3.88	3.88	3.49	3.88	3.88	3.49
Total		0.00	9.10	9.10	8.71	0.00	0.00	32.08	32.08	31.70	3.49	22.73	22.73	22.34	32.08	32.08	31.70

		Score															
NATURAL ENVIRONMENT		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area		1.68	1.47	1.53	1.53	1.63	1.63	0.49	0.76	0.76	1.55	0.40	0.70	0.70	0.00	0.40	0.40
Loss of Provincial Significant Wetland (PSW) Area		7.78	0.00	1.71	1.71	5.18	7.41	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78	7.78
Loss of Locally Significant Wetland Area		1.86	1.86	1.86	1.86	1.86	1.86	0.47	0.51	0.51	0.51	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat		4.71	0.00	1.08	1.08	4.71	2.89	4.71	4.71	4.71	4.71	4.71	4.71	4.71	4.71	4.71	4.71
Loss of Seasonal Fish Habitat		0.95	0.47	0.58	0.58	0.95	0.95	0.00	0.22	0.22	0.89	0.00	0.22	0.22	0.00	0.22	0.22
Stromwater Runoff		1.36	0.00	0.25	0.65	0.77	0.99	0.75	0.87	1.06	1.24	0.72	0.84	1.03	0.47	0.62	0.87
Total		18.33	3.80	7.02	7.41	15.11	15.75	14.19	14.85	15.04	16.68	13.60	14.28	14.47	12.95	13.76	14.00

		Score															
ECONOMIC ENVIRONMENT		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel		0.00	2.26	2.26	2.26	0.00	0.00	12.42	12.42	12.42	0.00	12.42	12.42	12.42	12.42	12.42	12.42
Total		0.00	2.26	2.26	2.26	0.00	0.00	12.42	12.42	12.42	0.00	12.42	12.42	12.42	12.42	12.42	12.42

		Score															
SOCIO-CULTURAL ENVIRONMENT		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted		3.71	0.00	0.87	0.87	3.22	2.72	1.30	1.86	1.86	3.45	1.11	1.73	1.73	0.31	1.11	1.11
Residents with Increased Visual Intrusion		1.79	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.79	0.00	0.00	0.60	0.60	0.60	0.60
Total		5.50	0.60	1.46	1.46	3.81	3.32	1.90	2.45	2.45	5.24	1.11	1.73	1.73	0.91	1.71	1.71

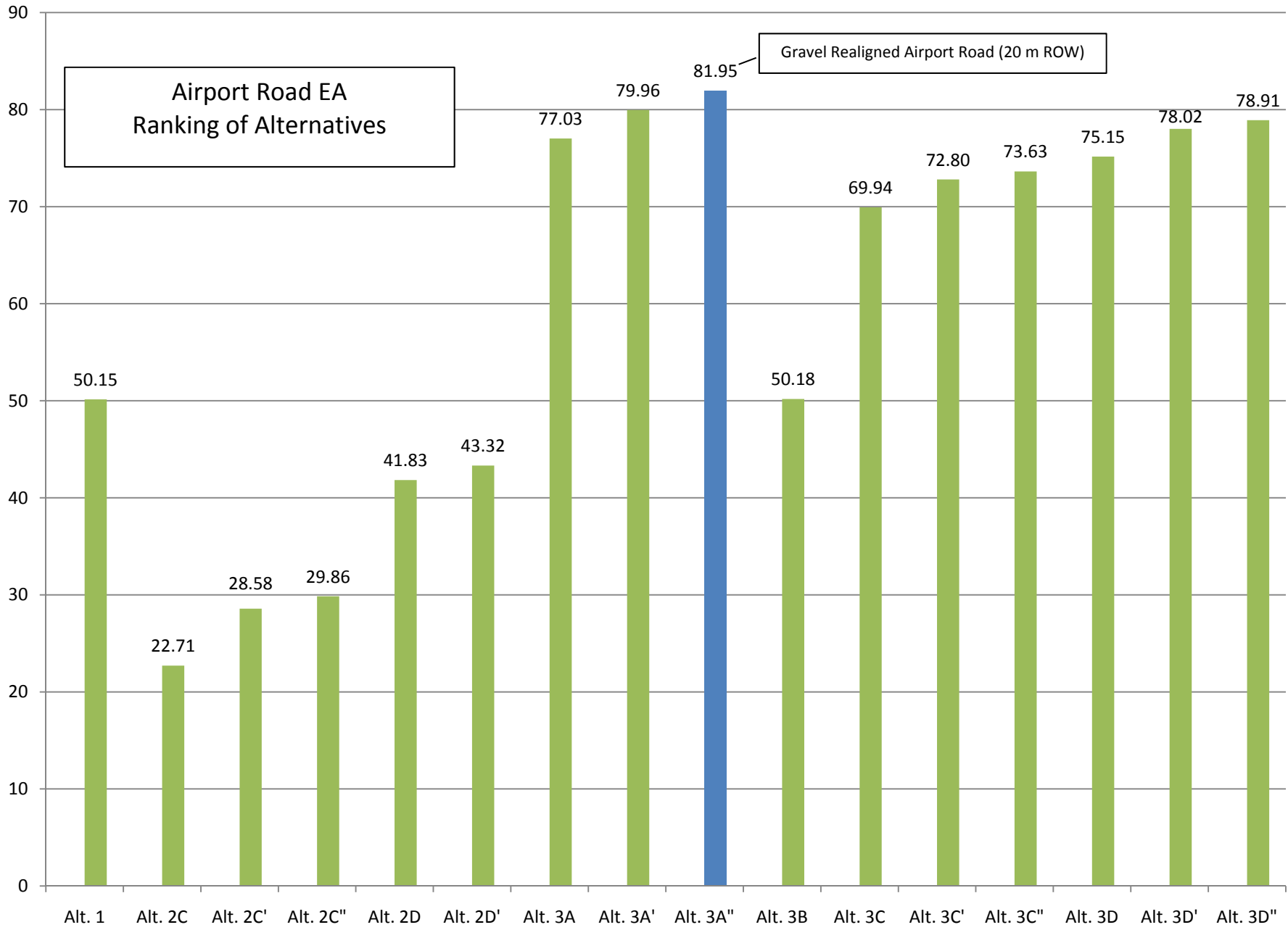
		Score															
LAND USE AND PROPERTY		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access		0.00	1.31	1.31	1.31	0.00	0.00	0.00	0.00	0.00	0.00	3.27	3.27	3.27	3.27	3.27	3.27
Number of Potential Residential Buyouts		1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	1.32	0.00	0.00	0.00
Airport Development Lands Required		4.58	2.10	2.67	2.67	4.58	4.58	0.00	1.02	2.04	4.20	0.76	1.65	1.65	0.76	1.65	1.65
Urban Employment Area Required		0.77	0.00	0.21	0.21	0.77	0.21	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Countryside Rural Area Required		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Supports Fraserville Secondary Plan		0.00	1.25	1.25	1.25	1.04	1.04	2.08	2.08	2.08	0.00	1.46	1.46	1.46	2.08	2.08	2.08
Total		7.65	6.95	7.74	7.74	8.69	8.13	5.15	6.16	7.18	7.27	8.56	9.45	9.45	6.88	7.97	7.97

		Score															
COST		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Life Cycle Cost		14.08	0.00	0.93	1.93	11.00	12.36	8.83	9.47	10.22	13.32	8.92	9.53	10.28	7.66	7.69	8.65
Maintenance Cost		4.59	0.00	0.07	0.34	3.22	3.77	2.47	2.53	2.95	4.18	2.60	2.67	2.95	2.26	2.40	2.47
Total		18.67	0.00	1.00	2.27	14.22	16.13	11.30	12.00	13.16	17.50	11.53	12.20	13.22	9.92	10.08	11.12

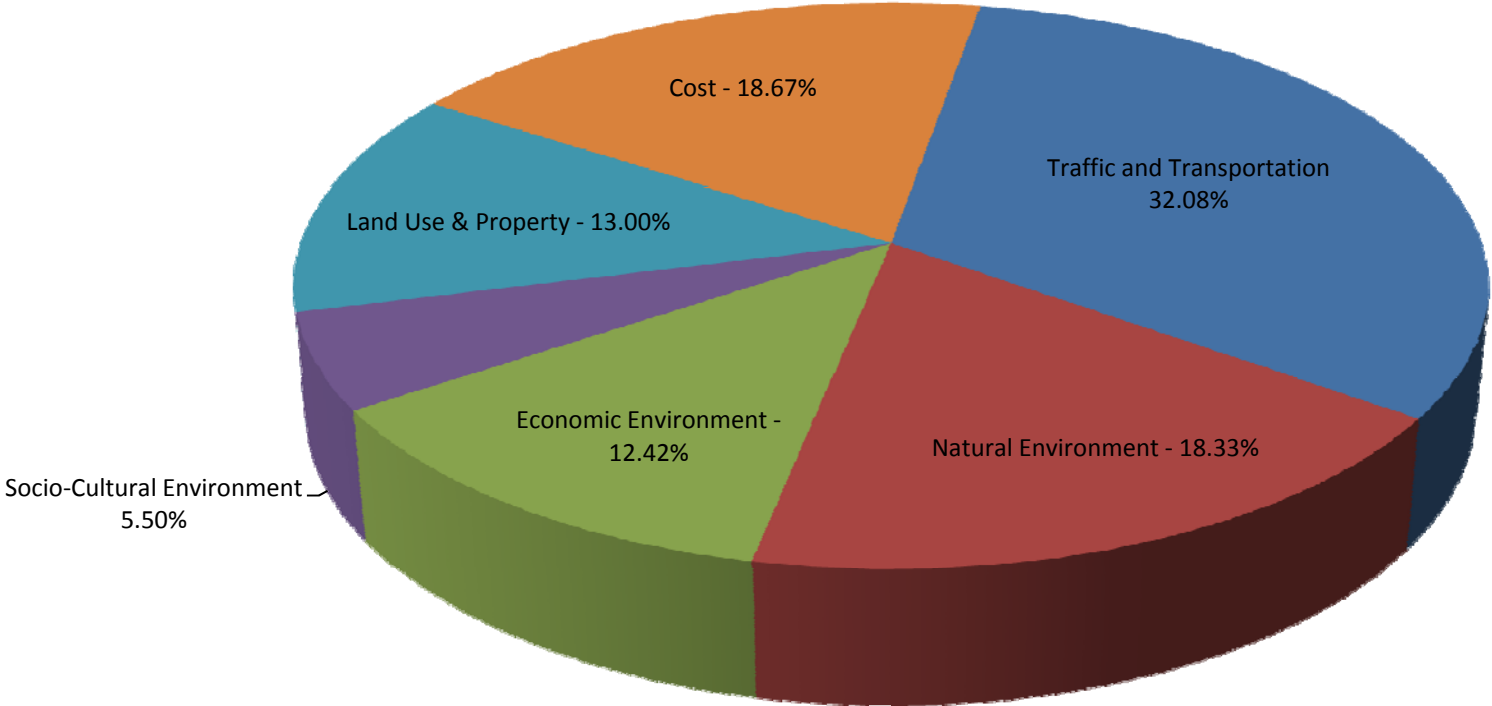
Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	32.08	0.00	9.10	9.10	8.71	0.00	0.00	32.08	32.08	31.70	3.49	22.73	22.73	22.34	32.08	32.08	31.70
NATURAL ENVIRONMENT	18.33	18.33	3.80	7.02	7.41	15.11	15.75	14.19	14.85	15.04	16.68	13.60	14.28	14.47	12.95	13.76	14.00
ECONOMIC ENVIRONMENT	12.42	0.00	2.26	2.26	2.26	0.00	0.00	12.42	12.42	12.42	0.00	12.42	12.42	12.42	12.42	12.42	12.42
SOCIO-CULTURAL ENVIRONMENT	5.50	5.50	0.60	1.46	1.46	3.81	3.32	1.90	2.45	2.45	5.24	1.11	1.73	1.73	0.91	1.71	1.71
LAND USE AND PROPERTY	13.00	7.65	6.95	7.74	7.74	8.69	8.13	5.15	6.16	7.18	7.27	8.56	9.45	9.45	6.88	7.97	7.97
COST	18.67	18.67	0.00	1.00	2.27	14.22	16.13	11.30	12.00	13.16	17.50	11.53	12.20	13.22	9.92	10.08	11.12
TOTAL	100.00	50.15	22.71	28.58	29.86	41.83	43.32	27.03	27.96	31.95	50.18	29.94	32.80	33.63	25.15	28.02	28.91
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

Airport Road EA
Ranking of Alternatives

Gravel Realigned Airport Road (20 m ROW)



Airport Road EA
TAC Member Weights



**County of Peterborough
Airport Road EA
Sensitivity Tests**

Apr-11

**County of Peterborough
Airport Road EA
Sensitivity Testing - TAC**

Testing	Weight	Rankings															
		Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Technical Advisory Committee	N/A	50.15	22.71	28.58	29.86	41.83	43.32	77.03	79.96	81.95	50.18	69.94	72.80	73.63	75.15	78.02	78.91
High Traffic & Transportation	45	40.61	23.79	28.54	29.34	33.87	35.08	81.40	83.77	85.15	42.71	70.11	72.43	72.87	79.88	82.20	82.70
Low Traffic & Transportation	20	59.07	21.71	28.61	30.34	49.27	51.03	72.94	76.40	78.95	57.17	69.78	73.15	74.35	70.73	74.11	75.38
High Natural Environment	35	60.32	22.31	30.55	32.02	50.11	52.01	77.10	80.17	81.96	58.51	70.81	73.84	74.72	74.23	77.41	78.40
Low Natural Environment	2	40.18	23.11	26.64	27.74	33.72	34.81	76.95	79.76	81.93	42.02	69.09	71.78	72.57	76.06	78.62	79.42
High Economic Environment	35	37.22	21.55	25.90	26.85	31.04	32.15	82.95	85.13	86.60	37.24	77.69	79.81	80.43	81.56	83.69	84.35
Low Economic Environment	5	54.39	23.10	29.46	30.85	45.37	46.99	75.08	78.27	80.42	54.43	67.39	70.50	71.40	73.05	76.16	77.13
High Socio-Cultural Environment	10	52.52	22.15	28.48	29.70	43.14	44.13	75.00	78.28	80.17	52.33	67.57	70.84	71.63	72.36	75.79	76.64
Low Socio-Cultural Environment	1	47.77	23.28	28.67	30.01	40.52	42.51	79.05	81.65	83.73	48.03	72.31	74.77	75.64	77.95	80.26	81.19
High Land Use & Property	20	50.85	25.19	31.07	32.24	43.84	44.87	74.01	77.34	79.80	50.64	69.61	72.79	73.56	73.37	76.68	77.50
Low Land Use & Property	3	49.15	19.18	25.02	26.45	38.96	41.11	81.33	83.70	85.02	49.52	70.41	72.82	73.74	77.71	79.94	80.94
High Cost	35	60.16	18.15	23.92	26.30	48.73	51.97	73.71	76.81	79.65	58.93	68.29	71.30	73.07	70.73	73.20	75.03
Low Cost	10	44.84	25.13	31.05	31.74	38.17	38.73	78.78	81.63	83.16	45.54	70.81	73.60	73.93	77.50	80.58	80.98

**County of Peterborough
Airport Road EA
Sensitivity Test No 1 - High Traffic & Transportation**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	45.00
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	14.85
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	10.06
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	4.45
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	10.53
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	15.12
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	15.56
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	17.25
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	6.75
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	5.44
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	45.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.36
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	6.30
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.51
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	3.81
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.77
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.10
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.85

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.06
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.06

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	3.01
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.45
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	4.45

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	2.65
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.07
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	3.71
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.62
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.79
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	1.68
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.53

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	11.40
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	3.72
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	15.12

**County of Peterborough
Airport Road EA
Sensitivity Test No 1 - High Traffic & Transportation
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 1 - High Traffic & Transportation
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 1 - High Traffic & Transportation
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.83	2.83	2.83	0.00	0.00	15.56	15.56	15.56	0.00	15.56	15.56	15.56	15.56	15.56	15.56
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	17.25	17.25	17.25	0.00	8.63	8.63	8.63	17.25	17.25	17.25
Network Connectivity	0.00	4.50	4.50	4.50	0.00	0.00	6.75	6.75	6.75	0.00	2.25	2.25	2.25	6.75	6.75	6.75
Cycling and Pedestrian Link	0.00	5.44	5.44	4.89	0.00	0.00	5.44	5.44	4.89	4.89	5.44	5.44	4.89	5.44	5.44	4.89
Total	0.00	12.77	12.77	12.22	0.00	0.00	45.00	45.00	44.46	4.89	31.88	31.88	31.33	45.00	45.00	44.46

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.36	1.19	1.24	1.24	1.32	1.32	0.40	0.62	0.62	1.26	0.32	0.57	0.57	0.00	0.32	0.32
Loss of Provincial Significant Wetland (PSW)	6.30	0.00	1.39	1.39	4.20	6.00	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30
Loss of Locally Significant Wetland Area	1.51	1.51	1.51	1.51	1.51	1.51	0.38	0.42	0.42	0.42	0.00	0.03	0.03	0.00	0.03	0.03
Loss of Permanent Fish Habitat	3.81	0.00	0.88	0.88	3.81	2.34	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81	3.81
Loss of Seasonal Fish Habitat	0.77	0.38	0.47	0.47	0.77	0.77	0.00	0.18	0.18	0.72	0.00	0.18	0.18	0.00	0.18	0.18
Stromwater Runoff	1.10	0.00	0.20	0.53	0.62	0.81	0.61	0.70	0.86	1.01	0.58	0.68	0.84	0.38	0.50	0.70
Total	14.85	3.08	5.68	6.00	12.23	12.75	11.49	12.02	12.18	13.51	11.01	11.57	11.72	10.48	11.14	11.34

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	1.83	1.83	1.83	0.00	0.00	10.06	10.06	10.06	0.00	10.06	10.06	10.06	10.06	10.06	10.06
Total	0.00	1.83	1.83	1.83	0.00	0.00	10.06	10.06	10.06	0.00	10.06	10.06	10.06	10.06	10.06	10.06

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	3.01	0.00	0.70	0.70	2.61	2.20	1.05	1.50	1.50	2.80	0.90	1.40	1.40	0.25	0.90	0.90
Residents with Increased Visual Intrusion	1.45	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	1.45	0.00	0.00	0.00	0.48	0.48	0.48
Total	4.45	0.48	1.18	1.18	3.09	2.69	1.53	1.99	1.99	4.24	0.90	1.40	1.40	0.73	1.38	1.38

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.06	1.06	1.06	0.00	0.00	0.00	0.00	0.00	0.00	2.65	2.65	2.65	2.65	2.65	2.65
Number of Potential Residential Buyouts	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	0.00	0.00	0.00
Airport Development Lands Required	3.71	1.70	2.16	2.16	3.71	3.71	0.00	0.82	1.65	3.40	0.62	1.34	1.34	0.62	1.34	1.34
Urban Employment Area Required	0.62	0.00	0.17	0.17	0.62	0.17	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Countryside Rural Area Required	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00	0.16	0.16
Supports Fraserville Secondary Plan	0.00	1.01	1.01	1.01	0.84	0.84	1.68	1.68	1.68	0.00	1.18	1.18	1.18	1.68	1.68	1.68
Total	6.19	5.63	6.26	6.26	7.04	6.58	4.17	4.99	5.82	5.88	6.93	7.65	7.65	5.58	6.45	6.45

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	11.40	0.00	0.76	1.56	8.91	10.01	7.15	7.67	8.28	10.79	7.23	7.71	8.32	6.20	6.23	7.01
Number of Potential Residential Buyouts	3.72	0.00	0.06	0.28	2.61	3.05	2.00	2.05	2.38	3.38	2.11	2.16	2.38	1.83	1.94	2.00
Total	15.12	0.00	0.81	1.84	11.52	13.06	9.15	9.72	10.66	14.17	9.33	9.88	10.71	8.03	8.17	9.00

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	45.00	0.00	12.77	12.77	12.22	0.00	0.00	45.00	45.00	44.46	4.89	31.88	31.88	31.33	45.00	45.00	44.46
NATURAL ENVIRONMENT	14.85	14.85	3.08	5.68	6.00	12.23	12.75	11.49	12.02	12.18	13.51	11.01	11.57	11.72	10.48	11.14	11.34
ECONOMIC ENVIRONMENT	10.06	0.00	1.83	1.83	1.83	0.00	0.00	10.06	10.06	10.06	0.00	10.06	10.06	10.06	10.06	10.06	10.06
SOCIO-CULTURAL ENVIRONMENT	4.45	4.45	0.48	1.18	1.18	3.09	2.69	1.53	1.99	1.99	4.24	0.90	1.40	1.40	0.73	1.38	1.38
LAND USE AND PROPERTY	10.53	6.19	5.63	6.26	6.26	7.04	6.58	4.17	4.99	5.82	5.88	6.93	7.65	7.65	5.58	6.45	6.45
COST	15.12	15.12	0.00	0.81	1.84	11.52	13.06	9.15	9.72	10.66	14.17	9.33	9.88	10.71	8.03	8.17	9.00
TOTAL	100.00	40.61	23.79	28.54	29.34	33.87	35.08	81.40	83.72	85.15	42.71	70.11	72.43	72.87	79.88	82.20	82.70
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 2 - Low Traffic & Transportation**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	20.00
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	21.60
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	14.63
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	6.48
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	15.31
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	21.99
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	6.92
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	7.67
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	3.00
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	2.42
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.98
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	9.16
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	2.20
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	5.54
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	1.12
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.60
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	21.60

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.63
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.63

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	4.37
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	2.11
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	6.48

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.85
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.56
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	5.40
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.91
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.15
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.45
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	15.31

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	16.58
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	5.41
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	21.99

**County of Peterborough
Airport Road EA
Sensitivity Test No 2 - Low Traffic & Transportation
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 2 - Low Traffic & Transportation
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 2 - Low Traffic & Transportation
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.26	1.26	1.26	0.00	0.00	6.92	6.92	6.92	0.00	6.92	6.92	6.92	6.92	6.92	6.92
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	7.67	7.67	7.67	0.00	3.83	3.83	3.83	7.67	7.67	7.67
Network Connectivity	0.00	2.00	2.00	2.00	0.00	0.00	3.00	3.00	3.00	0.00	1.00	1.00	1.00	3.00	3.00	3.00
Cycling and Pedestrian Link	0.00	2.42	2.42	2.18	0.00	0.00	2.42	2.42	2.18	2.18	2.42	2.42	2.18	2.42	2.42	2.18
Total	0.00	5.67	5.67	5.43	0.00	0.00	20.00	20.00	19.76	2.18	14.17	14.17	13.93	20.00	20.00	19.76

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.98	1.73	1.80	1.80	1.93	1.93	0.58	0.90	0.90	1.83	0.47	0.83	0.83	0.00	0.47	0.47
Loss of Provincial Significant Wetland (PSW)	9.16	0.00	2.02	2.02	6.11	8.73	9.16	9.16	9.16	9.16	9.16	9.16	9.16	9.16	9.16	9.16
Loss of Locally Significant Wetland Area	2.20	2.20	2.20	2.20	2.20	2.20	0.55	0.60	0.60	0.60	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	5.54	0.00	1.27	1.27	5.54	3.41	5.54	5.54	5.54	5.54	5.54	5.54	5.54	5.54	5.54	5.54
Loss of Seasonal Fish Habitat	1.12	0.56	0.69	0.69	1.12	1.12	0.00	0.26	0.26	1.05	0.00	0.26	0.26	0.00	0.26	0.26
Stromwater Runoff	1.60	0.00	0.29	0.76	0.91	1.17	0.88	1.02	1.25	1.46	0.85	0.99	1.22	0.55	0.73	1.02
Total	21.60	4.48	8.26	8.73	17.79	18.55	16.71	17.49	17.71	19.65	16.02	16.82	17.05	15.25	16.20	16.50

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.66	2.66	2.66	0.00	0.00	14.63	14.63	14.63	0.00	14.63	14.63	14.63	14.63	14.63	14.63
Total	0.00	2.66	2.66	2.66	0.00	0.00	14.63	14.63	14.63	0.00	14.63	14.63	14.63	14.63	14.63	14.63

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	4.37	0.00	1.02	1.02	3.79	3.21	1.53	2.19	2.19	4.07	1.31	2.04	2.04	0.36	1.31	1.31
Residents with Increased Visual Intrusion	2.11	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	2.11	0.00	0.00	0.00	0.70	0.70	0.70
Total	6.48	0.70	1.72	1.72	4.49	3.91	2.23	2.89	2.89	6.17	1.31	2.04	2.04	1.07	2.01	2.01

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.54	1.54	1.54	0.00	0.00	0.00	0.00	0.00	0.00	3.85	3.85	3.85	3.85	3.85	3.85
Number of Potential Residential Buyouts	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	0.00	0.00	0.00
Airport Development Lands Required	5.40	2.47	3.15	3.15	5.40	5.40	0.00	1.20	2.40	4.95	0.90	1.95	1.95	0.90	1.95	1.95
Urban Employment Area Required	0.91	0.00	0.25	0.25	0.91	0.25	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Countryside Rural Area Required	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	0.00	0.23	0.23
Supports Fraserville Secondary Plan	0.00	1.47	1.47	1.47	1.23	1.23	2.45	2.45	2.45	0.00	1.72	1.72	1.72	2.45	2.45	2.45
Total	9.01	8.19	9.11	9.11	10.23	9.58	6.06	7.26	8.46	8.56	10.08	11.13	11.13	8.11	9.39	9.39

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	16.58	0.00	1.10	2.27	12.96	14.56	10.40	11.15	12.04	15.69	10.51	11.22	12.11	9.02	9.05	10.19
Number of Potential Residential Buyouts	5.41	0.00	0.08	0.40	3.79	4.44	2.90	2.99	3.47	4.92	3.07	3.15	3.47	2.66	2.82	2.90
Total	21.99	0.00	1.18	2.68	16.75	19.00	13.31	14.13	15.51	20.62	13.58	14.37	15.58	11.68	11.88	13.10

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	20.00	0.00	5.67	5.67	5.43	0.00	0.00	20.00	20.00	19.76	2.18	14.17	14.17	13.93	20.00	20.00	19.76
NATURAL ENVIRONMENT	21.60	21.60	4.48	8.26	8.73	17.79	18.55	16.71	17.49	17.71	19.65	16.02	16.82	17.05	15.25	16.20	16.50
ECONOMIC ENVIRONMENT	14.63	0.00	2.66	2.66	2.66	0.00	0.00	14.63	14.63	14.63	0.00	14.63	14.63	14.63	14.63	14.63	14.63
SOCIO-CULTURAL ENVIRONMENT	6.48	6.48	0.70	1.72	1.72	4.49	3.91	2.23	2.89	2.89	6.17	1.31	2.04	2.04	1.07	2.01	2.01
LAND USE AND PROPERTY	15.31	9.01	8.19	9.11	9.11	10.23	9.58	6.06	7.26	8.46	8.56	10.08	11.13	11.13	8.11	9.39	9.39
COST	21.99	21.99	0.00	1.18	2.68	16.75	19.00	13.31	14.13	15.51	20.62	13.58	14.37	15.58	11.68	11.88	13.10
TOTAL	100.00	59.07	21.71	28.61	30.34	49.27	51.03	72.94	76.40	78.95	57.17	69.78	73.15	74.35	70.73	74.11	75.38
RANKING		10	16	15	14	13	12	7	2	1	11	9	6	4	8	5	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 3 - High Natural Environment**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	25.54
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	35.00
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	9.88
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	4.38
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	10.35
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	14.86
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	8.83
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	9.79
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	3.83
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	3.09
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	25.54

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	3.21
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	14.85
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	3.56
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	8.98
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	1.81
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	2.60
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	9.88
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	9.88

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	2.95
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.42
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	4.38

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	2.60
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.05
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	3.65
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.61
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.78
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	1.66
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.35

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	11.20
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	3.65
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.86

**County of Peterborough
Airport Road EA
Sensitivity Test No 3 - High Natural Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 3 - High Natural Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 3 - High Natural Environment
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.61	1.61	1.61	0.00	0.00	8.83	8.83	8.83	0.00	8.83	8.83	8.83	8.83	8.83	8.83
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	9.79	9.79	9.79	0.00	4.89	4.89	4.89	9.79	9.79	9.79
Network Connectivity	0.00	2.55	2.55	2.55	0.00	0.00	3.83	3.83	3.83	0.00	1.28	1.28	1.28	3.83	3.83	3.83
Cycling and Pedestrian Link	0.00	3.09	3.09	2.78	0.00	0.00	3.09	3.09	2.78	2.78	3.09	3.09	2.78	3.09	3.09	2.78
Total	0.00	7.24	7.24	6.94	0.00	0.00	25.54	25.54	25.23	2.78	18.09	18.09	17.78	25.54	25.54	25.23

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	3.21	2.80	2.92	2.92	3.12	3.12	0.93	1.46	1.46	2.96	0.76	1.34	1.34	0.00	0.76	0.76
Loss of Provincial Significant Wetland (PSW)	14.85	0.00	3.27	3.27	9.90	14.15	14.85	14.85	14.85	14.85	14.85	14.85	14.85	14.85	14.85	14.85
Loss of Locally Significant Wetland Area	3.56	3.56	3.56	3.56	3.56	3.56	0.89	0.98	0.98	0.98	0.00	0.07	0.07	0.00	0.07	0.07
Loss of Permanent Fish Habitat	8.98	0.00	2.06	2.06	8.98	5.52	8.98	8.98	8.98	8.98	8.98	8.98	8.98	8.98	8.98	8.98
Loss of Seasonal Fish Habitat	1.81	0.90	1.11	1.11	1.81	1.81	0.00	0.42	0.42	1.70	0.00	0.42	0.42	0.00	0.42	0.42
Stromwater Runoff	2.60	0.00	0.48	1.24	1.47	1.90	1.43	1.66	2.02	2.37	1.38	1.61	1.97	0.89	1.19	1.66
Total	35.00	7.26	13.39	14.15	28.84	30.06	27.09	28.34	28.70	31.85	25.97	27.27	27.63	24.72	26.26	26.74

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	1.80	1.80	1.80	0.00	0.00	9.88	9.88	9.88	0.00	9.88	9.88	9.88	9.88	9.88	9.88
Total	0.00	1.80	1.80	1.80	0.00	0.00	9.88	9.88	9.88	0.00	9.88	9.88	9.88	9.88	9.88	9.88

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	2.95	0.00	0.69	0.69	2.56	2.17	1.03	1.48	1.48	2.75	0.89	1.38	1.38	0.25	0.89	0.89
Residents with Increased Visual Intrusion	1.42	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	1.42	0.00	0.00	0.00	0.47	0.47	0.47
Total	4.38	0.47	1.16	1.16	3.04	2.64	1.51	1.95	1.95	4.17	0.89	1.38	1.38	0.72	1.36	1.36

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.04	1.04	1.04	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	2.60	2.60	2.60	2.60
Number of Potential Residential Buyouts	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	0.00	0.00	0.00
Airport Development Lands Required	3.65	1.67	2.13	2.13	3.65	3.65	0.00	0.81	1.62	3.34	0.61	1.32	1.32	0.61	1.32	1.32
Urban Employment Area Required	0.61	0.00	0.17	0.17	0.61	0.17	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Countryside Rural Area Required	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.00	0.16	0.16
Supports Fraserville Secondary Plan	0.00	0.99	0.99	0.99	0.83	0.83	1.66	1.66	1.66	0.00	1.16	1.16	1.16	1.66	1.66	1.66
Total	6.09	5.53	6.16	6.16	6.92	6.47	4.10	4.91	5.72	5.78	6.81	7.52	7.52	5.48	6.34	6.34

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	11.20	0.00	0.74	1.54	8.76	9.84	7.03	7.53	8.13	10.60	7.10	7.58	8.18	6.09	6.12	6.89
Number of Potential Residential Buyouts	3.65	0.00	0.05	0.27	2.56	3.00	1.96	2.02	2.34	3.33	2.07	2.13	2.34	1.80	1.91	1.96
Total	14.86	0.00	0.80	1.81	11.32	12.84	8.99	9.55	10.48	13.93	9.17	9.71	10.53	7.89	8.03	8.85

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	25.54	0.00	7.24	7.24	6.94	0.00	0.00	25.54	25.54	25.23	2.78	18.09	18.09	17.78	25.54	25.54	25.23
NATURAL ENVIRONMENT	35.00	35.00	7.26	13.39	14.15	28.84	30.06	27.09	28.34	28.70	31.85	25.97	27.27	27.63	24.72	26.26	26.74
ECONOMIC ENVIRONMENT	9.88	0.00	1.80	1.80	1.80	0.00	0.00	9.88	9.88	9.88	0.00	9.88	9.88	9.88	9.88	9.88	9.88
SOCIO-CULTURAL ENVIRONMENT	4.38	4.38	0.47	1.16	1.16	3.04	2.64	1.51	1.95	1.95	4.17	0.89	1.38	1.38	0.72	1.36	1.36
LAND USE AND PROPERTY	10.35	6.09	5.53	6.16	6.16	6.92	6.47	4.10	4.91	5.72	5.78	6.81	7.52	7.52	5.48	6.34	6.34
COST	14.86	14.86	0.00	0.80	1.81	11.32	12.84	8.99	9.55	10.48	13.93	9.17	9.71	10.53	7.89	8.03	8.85
TOTAL	100.00	60.32	22.31	30.55	32.02	50.11	52.01	77.10	80.17	81.96	58.51	70.81	73.84	74.72	74.23	77.41	78.40
RANKING		10	16	15	14	13	12	5	2	1	11	9	8	6	7	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 4 - Low Natural Environment**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	38.50
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	2.00
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	14.90
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	6.60
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	15.60
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	22.40
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	13.31
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	14.76
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	5.78
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	4.65
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	38.50

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	0.18
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	0.85
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	0.20
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	0.51
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.10
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	0.15
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	2.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.90
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.90

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	4.46
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	2.15
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	6.60

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.93
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.59
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	5.50
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.92
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.17
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.50
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	15.60

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	16.89
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	5.51
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	22.40

**County of Peterborough
Airport Road EA
Sensitivity Test No 4 - Low Natural Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 4 - Low Natural Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 4 - Low Natural Environment
Scores**

Score																
TRAFFIC & TRANSPORTATION	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.42	2.42	2.42	0.00	0.00	13.31	13.31	13.31	0.00	13.31	13.31	13.31	13.31	13.31	13.31
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	14.76	14.76	14.76	0.00	7.38	7.38	7.38	14.76	14.76	14.76
Network Connectivity	0.00	3.85	3.85	3.85	0.00	0.00	5.78	5.78	5.78	0.00	1.93	1.93	1.93	5.78	5.78	5.78
Cycling and Pedestrian Link	0.00	4.65	4.65	4.19	0.00	0.00	4.65	4.65	4.19	4.19	4.65	4.65	4.19	4.65	4.65	4.19
Total	0.00	10.92	10.92	10.46	0.00	0.00	38.50	38.50	38.03	4.19	27.27	27.27	26.81	38.50	38.50	38.03

Score																
NATURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	0.18	0.16	0.17	0.17	0.18	0.18	0.05	0.08	0.08	0.17	0.04	0.08	0.08	0.00	0.04	0.04
Loss of Provincial Significant Wetland (PSW)	0.85	0.00	0.19	0.19	0.57	0.81	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Loss of Locally Significant Wetland Area	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.06	0.06	0.06	0.00	0.00	0.00	0.00	0.00	0.00
Loss of Permanent Fish Habitat	0.51	0.00	0.12	0.12	0.51	0.32	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51
Loss of Seasonal Fish Habitat	0.10	0.05	0.06	0.06	0.10	0.10	0.00	0.02	0.02	0.10	0.00	0.02	0.02	0.00	0.02	0.02
Stromwater Runoff	0.15	0.00	0.03	0.07	0.08	0.11	0.08	0.09	0.12	0.14	0.08	0.09	0.11	0.05	0.07	0.09
Total	2.00	0.42	0.77	0.81	1.65	1.72	1.55	1.62	1.64	1.82	1.48	1.56	1.58	1.41	1.50	1.53

Score																
ECONOMIC ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.71	2.71	2.71	0.00	0.00	14.90	14.90	14.90	0.00	14.90	14.90	14.90	14.90	14.90	14.90
Total	0.00	2.71	2.71	2.71	0.00	0.00	14.90	14.90	14.90	0.00	14.90	14.90	14.90	14.90	14.90	14.90

Score																
SOCIO-CULTURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	4.46	0.00	1.04	1.04	3.86	3.27	1.56	2.23	2.23	4.14	1.34	2.08	2.08	0.37	1.34	1.34
Residents with Increased Visual Intrusion	2.15	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	2.15	0.00	0.00	0.00	0.72	0.72	0.72
Total	6.60	0.72	1.75	1.75	4.58	3.98	2.27	2.94	2.94	6.29	1.34	2.08	2.08	1.09	2.05	2.05

Score																
LAND USE AND PROPERTY	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.57	1.57	1.57	0.00	0.00	0.00	0.00	0.00	0.00	3.93	3.93	3.93	3.93	3.93	3.93
Number of Potential Residential Buyouts	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	0.00	0.00	0.00
Airport Development Lands Required	5.50	2.52	3.21	3.21	5.50	5.50	0.00	1.22	2.44	5.04	0.92	1.99	1.99	0.92	1.99	1.99
Urban Employment Area Required	0.92	0.00	0.25	0.25	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Countryside Rural Area Required	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	0.00	0.23	0.23
Supports Fraserville Secondary Plan	0.00	1.50	1.50	1.50	1.25	1.25	2.50	2.50	2.50	0.00	1.75	1.75	1.75	2.50	2.50	2.50
Total	9.18	8.34	9.28	9.28	10.43	9.75	6.18	7.40	8.62	8.72	10.27	11.34	11.34	8.26	9.56	9.56

Score																
COST	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	16.89	0.00	1.12	2.32	13.20	14.83	10.60	11.36	12.26	15.99	10.71	11.43	12.34	9.19	9.22	10.38
Number of Potential Residential Buyouts	5.51	0.00	0.08	0.41	3.86	4.52	2.96	3.04	3.53	5.01	3.12	3.21	3.53	2.71	2.88	2.96
Total	22.40	0.00	1.20	2.73	17.07	19.35	13.56	14.40	15.80	21.00	13.83	14.64	15.87	11.90	12.10	13.34

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	38.50	0.00	10.92	10.92	10.46	0.00	0.00	38.50	38.50	38.03	4.19	27.27	27.27	26.81	38.50	38.50	38.03
NATURAL ENVIRONMENT	2.00	2.00	0.42	0.77	0.81	1.65	1.72	1.55	1.62	1.64	1.82	1.48	1.56	1.58	1.41	1.50	1.53
ECONOMIC ENVIRONMENT	14.90	0.00	2.71	2.71	2.71	0.00	0.00	14.90	14.90	14.90	0.00	14.90	14.90	14.90	14.90	14.90	14.90
SOCIO-CULTURAL ENVIRONMENT	6.60	6.60	0.72	1.75	1.75	4.58	3.98	2.27	2.94	2.94	6.29	1.34	2.08	2.08	1.09	2.05	2.05
LAND USE AND PROPERTY	15.60	9.18	8.34	9.28	9.28	10.43	9.75	6.18	7.40	8.62	8.72	10.27	11.34	11.34	8.26	9.56	9.56
COST	22.40	22.40	0.00	1.20	2.73	17.07	19.35	13.56	14.40	15.80	21.00	13.83	14.64	15.87	11.90	12.10	13.34
TOTAL	100.00	40.18	23.11	26.64	27.74	33.72	34.81	76.95	79.76	81.93	42.02	69.09	71.78	72.57	76.06	78.62	79.42
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

County of Peterborough
Airport Road EA
Sensitivity Test No 5 - High Economic Environment

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	23.81
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	13.61
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	35.00
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	4.08
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	9.65
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	13.85
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	8.23
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	9.13
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	3.57
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	2.88
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	23.81

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.25
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	5.77
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.38
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	3.49
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.70
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.01
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.61

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.00
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	2.76
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.33
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	4.08

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	2.43
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	0.98
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	3.40
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.57
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.72
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	1.54
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	9.65

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	10.45
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	3.41
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.85

**County of Peterborough
Airport Road EA
Sensitivity Test No 5 - High Economic Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 5 - High Economic Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

NATURAL ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64

ECONOMIC ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

COST	Social Utility Function															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 5 - High Economic Environment
Scores**

Score																
TRAFFIC & TRANSPORTATION	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.50	1.50	1.50	0.00	0.00	8.23	8.23	8.23	0.00	8.23	8.23	8.23	8.23	8.23	8.23
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	9.13	9.13	9.13	0.00	4.56	4.56	4.56	9.13	9.13	9.13
Network Connectivity	0.00	2.38	2.38	2.38	0.00	0.00	3.57	3.57	3.57	0.00	1.19	1.19	1.19	3.57	3.57	3.57
Cycling and Pedestrian Link	0.00	2.88	2.88	2.59	0.00	0.00	2.88	2.88	2.59	2.59	2.88	2.88	2.59	2.88	2.88	2.59
Total	0.00	6.76	6.76	6.47	0.00	0.00	23.81	23.81	23.52	2.59	16.87	16.87	16.58	23.81	23.81	23.52

Score																
NATURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.25	1.09	1.13	1.13	1.21	1.21	0.36	0.57	0.57	1.15	0.29	0.52	0.52	0.00	0.29	0.29
Loss of Provincial Significant Wetland (PSW)	5.77	0.00	1.27	1.27	3.85	5.50	5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77	5.77
Loss of Locally Significant Wetland Area	1.38	1.38	1.38	1.38	1.38	1.38	0.35	0.38	0.38	0.38	0.00	0.03	0.03	0.00	0.03	0.03
Loss of Permanent Fish Habitat	3.49	0.00	0.80	0.80	3.49	2.15	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49	3.49
Loss of Seasonal Fish Habitat	0.70	0.35	0.43	0.43	0.70	0.70	0.00	0.16	0.16	0.66	0.00	0.16	0.16	0.00	0.16	0.16
Stromwater Runoff	1.01	0.00	0.18	0.48	0.57	0.74	0.56	0.65	0.79	0.92	0.54	0.62	0.77	0.35	0.46	0.65
Total	13.61	2.82	5.21	5.50	11.21	11.69	10.53	11.02	11.16	12.38	10.09	10.60	10.74	9.61	10.21	10.39

Score																
ECONOMIC ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	6.36	6.36	6.36	0.00	0.00	35.00	35.00	35.00	0.00	35.00	35.00	35.00	35.00	35.00	35.00
Total	0.00	6.36	6.36	6.36	0.00	0.00	35.00	35.00	35.00	0.00	35.00	35.00	35.00	35.00	35.00	35.00

Score																
SOCIO-CULTURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	2.76	0.00	0.64	0.64	2.39	2.02	0.96	1.38	1.38	2.56	0.83	1.29	1.29	0.23	0.83	0.83
Residents with Increased Visual Intrusion	1.33	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	1.33	0.00	0.00	0.00	0.44	0.44	0.44
Total	4.08	0.44	1.09	1.09	2.83	2.46	1.41	1.82	1.82	3.89	0.83	1.29	1.29	0.67	1.27	1.27

Score																
LAND USE AND PROPERTY	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	0.97	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	2.43	2.43	2.43	2.43	2.43	2.43
Number of Potential Residential Buyouts	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.00	0.00	0.00
Airport Development Lands Required	3.40	1.56	1.98	1.98	3.40	3.40	0.00	0.76	1.51	3.12	0.57	1.23	1.23	0.57	1.23	1.23
Urban Employment Area Required	0.57	0.00	0.16	0.16	0.57	0.16	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Countryside Rural Area Required	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.00	0.14	0.14
Supports Fraserville Secondary Plan	0.00	0.93	0.93	0.93	0.77	0.77	1.54	1.54	1.54	0.00	1.08	1.08	1.08	1.54	1.54	1.54
Total	5.68	5.16	5.74	5.74	6.45	6.03	3.82	4.57	5.33	5.39	6.35	7.01	7.01	5.11	5.92	5.92

Score																
COST	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	10.45	0.00	0.69	1.43	8.17	9.17	6.56	7.02	7.58	9.89	6.62	7.07	7.63	5.68	5.70	6.42
Number of Potential Residential Buyouts	3.41	0.00	0.05	0.25	2.39	2.80	1.83	1.88	2.19	3.10	1.93	1.98	2.19	1.68	1.78	1.83
Total	13.85	0.00	0.74	1.69	10.55	11.97	8.38	8.91	9.77	12.99	8.55	9.05	9.81	7.36	7.48	8.25

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	23.81	0.00	6.76	6.76	6.47	0.00	0.00	23.81	23.81	23.52	2.59	16.87	16.87	16.58	23.81	23.81	23.52
NATURAL ENVIRONMENT	13.61	13.61	2.82	5.21	5.50	11.21	11.69	10.53	11.02	11.16	12.38	10.09	10.60	10.74	9.61	10.21	10.39
ECONOMIC ENVIRONMENT	35.00	0.00	6.36	6.36	6.36	0.00	0.00	35.00	35.00	35.00	0.00	35.00	35.00	35.00	35.00	35.00	35.00
SOCIO-CULTURAL ENVIRONMENT	4.08	4.08	0.44	1.09	1.09	2.83	2.46	1.41	1.82	1.82	3.89	0.83	1.29	1.29	0.67	1.27	1.27
LAND USE AND PROPERTY	9.65	5.68	5.16	5.74	5.74	6.45	6.03	3.82	4.57	5.33	5.39	6.35	7.01	7.01	5.11	5.92	5.92
COST	13.85	13.85	0.00	0.74	1.69	10.55	11.97	8.38	8.91	9.77	12.99	8.55	9.05	9.81	7.36	7.48	8.25
TOTAL	100.00	37.22	21.55	25.90	26.85	31.04	32.15	82.95	85.13	86.60	37.24	77.69	79.81	80.43	81.56	83.69	84.35
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 6 - Low Economic Environment**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	34.80
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	19.89
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	5.00
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	5.97
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	14.10
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	20.25
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	12.04
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	13.34
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	5.22
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	4.21
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	34.80

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.82
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	8.43
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	2.02
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	5.10
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	1.03
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.47
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	19.89

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	5.00
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	5.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	4.03
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.94
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	5.97

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.55
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.43
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	4.97
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.83
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.06
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.26
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.10

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	15.27
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	4.98
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.25

**County of Peterborough
Airport Road EA
Sensitivity Test No 6 - Low Economic Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 6 - Low Economic Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 6 - Low Economic Environment
Scores**

		Score														
TRAFFIC & TRANSPORTATION	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.19	2.19	2.19	0.00	0.00	12.04	12.04	12.04	0.00	12.04	12.04	12.04	12.04	12.04	12.04
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	13.34	13.34	13.34	0.00	6.67	6.67	6.67	13.34	13.34	13.34
Network Connectivity	0.00	3.48	3.48	3.48	0.00	0.00	5.22	5.22	5.22	0.00	1.74	1.74	1.74	5.22	5.22	5.22
Cycling and Pedestrian Link	0.00	4.21	4.21	3.78	0.00	0.00	4.21	4.21	3.78	3.78	4.21	4.21	3.78	4.21	4.21	3.78
Total	0.00	9.87	9.87	9.45	0.00	0.00	34.80	34.80	34.38	3.78	24.65	24.65	24.23	34.80	34.80	34.38

		Score														
NATURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.82	1.59	1.66	1.66	1.77	1.77	0.53	0.83	0.83	1.68	0.43	0.76	0.76	0.00	0.43	0.43
Loss of Provincial Significant Wetland (PSW)	8.43	0.00	1.86	1.86	5.62	8.04	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43
Loss of Locally Significant Wetland Area	2.02	2.02	2.02	2.02	2.02	2.02	0.51	0.56	0.56	0.56	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	5.10	0.00	1.17	1.17	5.10	3.14	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10
Loss of Seasonal Fish Habitat	1.03	0.51	0.63	0.63	1.03	1.03	0.00	0.24	0.24	0.97	0.00	0.24	0.24	0.00	0.24	0.24
Stromwater Runoff	1.47	0.00	0.27	0.70	0.84	1.08	0.81	0.94	1.15	1.35	0.78	0.91	1.12	0.50	0.67	0.94
Total	19.89	4.13	7.61	8.04	16.39	17.08	15.39	16.10	16.31	18.10	14.75	15.49	15.70	14.04	14.92	15.19

		Score														
ECONOMIC ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	0.91	0.91	0.91	0.00	0.00	5.00	5.00	5.00	0.00	5.00	5.00	5.00	5.00	5.00	5.00
Total	0.00	0.91	0.91	0.91	0.00	0.00	5.00	5.00	5.00	0.00	5.00	5.00	5.00	5.00	5.00	5.00

		Score														
SOCIO-CULTURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	4.03	0.00	0.94	0.94	3.49	2.95	1.41	2.01	2.01	3.74	1.21	1.88	1.88	0.34	1.21	1.21
Residents with Increased Visual Intrusion	1.94	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	1.94	0.00	0.00	0.00	0.65	0.65	0.65
Total	5.97	0.65	1.59	1.59	4.14	3.60	2.06	2.66	2.66	5.68	1.21	1.88	1.88	0.98	1.85	1.85

		Score														
LAND USE AND PROPERTY	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.42	1.42	1.42	0.00	0.00	0.00	0.00	0.00	0.00	3.55	3.55	3.55	3.55	3.55	3.55
Number of Potential Residential Buyouts	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	0.00	0.00	0.00
Airport Development Lands Required	4.97	2.28	2.90	2.90	4.97	4.97	0.00	1.10	2.21	4.56	0.83	1.79	1.79	0.83	1.79	1.79
Urban Employment Area Required	0.83	0.00	0.23	0.23	0.83	0.23	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Countryside Rural Area Required	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.00	0.21	0.21
Supports Fraserville Secondary Plan	0.00	1.35	1.35	1.35	1.13	1.13	2.26	2.26	2.26	0.00	1.58	1.58	1.58	2.26	2.26	2.26
Total	8.30	7.54	8.39	8.39	9.42	8.82	5.58	6.69	7.79	7.88	9.28	10.25	10.25	7.47	8.65	8.65

		Score														
COST	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	15.27	0.00	1.01	2.09	11.93	13.41	9.58	10.27	11.08	14.45	9.68	10.33	11.15	8.31	8.34	9.38
Number of Potential Residential Buyouts	4.98	0.00	0.07	0.37	3.49	4.09	2.67	2.75	3.19	4.53	2.82	2.90	3.19	2.45	2.60	2.67
Total	20.25	0.00	1.09	2.46	15.43	17.49	12.25	13.02	14.28	18.98	12.50	13.23	14.34	10.76	10.94	12.06

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	34.80	0.00	9.87	9.87	9.45	0.00	0.00	34.80	34.80	34.38	3.78	24.65	24.65	24.23	34.80	34.80	34.38
NATURAL ENVIRONMENT	19.89	19.89	4.13	7.61	8.04	16.39	17.08	15.39	16.10	16.31	18.10	14.75	15.49	15.70	14.04	14.92	15.19
ECONOMIC ENVIRONMENT	5.00	0.00	0.91	0.91	0.91	0.00	0.00	5.00	5.00	5.00	0.00	5.00	5.00	5.00	5.00	5.00	5.00
SOCIO-CULTURAL ENVIRONMENT	5.97	5.97	0.65	1.59	1.59	4.14	3.60	2.06	2.66	2.66	5.68	1.21	1.88	1.88	0.98	1.85	1.85
LAND USE AND PROPERTY	14.10	8.30	7.54	8.39	8.39	9.42	8.82	5.58	6.69	7.79	7.88	9.28	10.25	7.47	8.65	8.65	
COST	20.25	20.25	0.00	1.09	2.46	15.43	17.49	12.25	13.02	14.28	18.98	12.50	13.23	14.34	10.76	10.94	12.06
TOTAL	100.00	54.39	23.10	29.46	30.85	45.37	46.99	75.08	78.27	80.42	54.43	67.39	70.50	71.40	73.05	76.16	77.13
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 7 - High Socio-Cultural Environment**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	30.56
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	17.46
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	11.83
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	10.00
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	12.38
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	17.78
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	10.57
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	11.71
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	4.58
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	3.69
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	30.56

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.60
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	7.41
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.78
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	4.48
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.90
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.29
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	17.46

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	11.83
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	11.83

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	6.75
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	3.25
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.12
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.26
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	4.36
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.73
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.93
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	1.98
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	12.38

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	13.41
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	4.37
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	17.78

**County of Peterborough
Airport Road EA
Sensitivity Test No 7 - High Socio-Cultural Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 7 - High Socio-Cultural Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 7 - High Socio-Cultural Environment
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.92	1.92	1.92	0.00	0.00	10.57	10.57	10.57	0.00	10.57	10.57	10.57	10.57	10.57	10.57
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	11.71	11.71	11.71	0.00	5.86	5.86	5.86	11.71	11.71	11.71
Network Connectivity	0.00	3.06	3.06	3.06	0.00	0.00	4.58	4.58	4.58	0.00	1.53	1.53	1.53	4.58	4.58	4.58
Cycling and Pedestrian Link	0.00	3.69	3.69	3.32	0.00	0.00	3.69	3.69	3.32	3.32	3.69	3.69	3.32	3.69	3.69	3.32
Total	0.00	8.67	8.67	8.30	0.00	0.00	30.56	30.56	30.19	3.32	21.64	21.64	21.27	30.56	30.56	30.19

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.60	1.40	1.46	1.46	1.56	1.56	0.47	0.73	0.73	1.48	0.38	0.67	0.67	0.00	0.38	0.38
Loss of Provincial Significant Wetland (PSW)	7.41	0.00	1.63	1.63	4.94	7.06	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41
Loss of Locally Significant Wetland Area	1.78	1.78	1.78	1.78	1.78	1.78	0.44	0.49	0.49	0.49	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	4.48	0.00	1.03	1.03	4.48	2.76	4.48	4.48	4.48	4.48	4.48	4.48	4.48	4.48	4.48	4.48
Loss of Seasonal Fish Habitat	0.90	0.45	0.56	0.56	0.90	0.90	0.00	0.21	0.21	0.85	0.00	0.21	0.21	0.00	0.21	0.21
Stromwater Runoff	1.29	0.00	0.24	0.62	0.73	0.95	0.71	0.83	1.01	1.18	0.69	0.80	0.98	0.44	0.59	0.83
Total	17.46	3.62	6.68	7.06	14.39	15.00	13.51	14.14	14.32	15.89	12.95	13.60	13.78	12.33	13.10	13.34

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.15	2.15	2.15	0.00	0.00	11.83	11.83	11.83	0.00	11.83	11.83	11.83	11.83	11.83	11.83
Total	0.00	2.15	2.15	2.15	0.00	0.00	11.83	11.83	11.83	0.00	11.83	11.83	11.83	11.83	11.83	11.83

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	6.75	0.00	1.58	1.58	5.85	4.95	2.36	3.38	3.38	6.28	2.03	3.15	3.15	0.56	2.03	2.03
Residents with Increased Visual Intrusion	3.25	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	3.25	0.00	0.00	0.00	1.08	1.08	1.08
Total	10.00	1.08	2.66	2.66	6.93	6.03	3.45	4.46	4.46	9.53	2.03	3.15	3.15	1.65	3.11	3.11

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.25	1.25	1.25	0.00	0.00	0.00	0.00	0.00	0.00	3.12	3.12	3.12	3.12	3.12	3.12
Number of Potential Residential Buyouts	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	0.00	0.00	0.00
Airport Development Lands Required	4.36	2.00	2.55	2.55	4.36	4.36	0.00	0.97	1.94	4.00	0.73	1.58	1.58	0.73	1.58	1.58
Urban Employment Area Required	0.73	0.00	0.20	0.20	0.73	0.20	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Countryside Rural Area Required	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.19	0.19
Supports Fraserville Secondary Plan	0.00	1.19	1.19	1.19	0.99	0.99	1.98	1.98	1.98	0.00	1.39	1.39	1.39	1.98	1.98	1.98
Total	7.28	6.62	7.37	7.37	8.27	7.74	4.90	5.87	6.84	6.92	8.15	9.00	9.00	6.56	7.59	7.59

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	13.41	0.00	0.89	1.84	10.48	11.77	8.41	9.01	9.73	12.69	8.50	9.07	9.79	7.29	7.32	8.24
Number of Potential Residential Buyouts	4.37	0.00	0.07	0.33	3.07	3.59	2.35	2.41	2.80	3.98	2.48	2.54	2.80	2.15	2.28	2.35
Total	17.78	0.00	0.96	2.16	13.54	15.36	10.76	11.43	12.54	16.67	10.98	11.62	12.59	9.44	9.60	10.59

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	30.56	0.00	8.67	8.67	8.30	0.00	0.00	30.56	30.56	30.19	3.32	21.64	21.64	21.27	30.56	30.56	30.19
NATURAL ENVIRONMENT	17.46	17.46	3.62	6.68	7.06	14.39	15.00	13.51	14.14	14.32	15.89	12.95	13.60	13.78	12.33	13.10	13.34
ECONOMIC ENVIRONMENT	11.83	0.00	2.15	2.15	2.15	0.00	0.00	11.83	11.83	11.83	0.00	11.83	11.83	11.83	11.83	11.83	11.83
SOCIO-CULTURAL ENVIRONMENT	10.00	10.00	1.08	2.66	2.66	6.93	6.03	3.45	4.46	4.46	9.53	2.03	3.15	3.15	1.65	3.11	3.11
LAND USE AND PROPERTY	12.38	7.28	6.62	7.37	7.37	8.27	7.74	4.90	5.87	6.84	6.92	8.15	9.00	9.00	6.56	7.59	7.59
COST	17.78	17.78	0.00	0.96	2.16	13.54	15.36	10.76	11.43	12.54	16.67	10.98	11.62	12.59	9.44	9.60	10.59
TOTAL	100.00	52.52	22.15	28.48	29.70	43.14	44.13	75.00	78.28	80.17	52.33	67.57	70.84	71.63	72.36	75.79	76.64
RANKING		10	16	15	14	13	12	5	2	1	11	9	8	7	6	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 8 - Low Socio-Cultural Environment**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	33.61
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	19.21
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	13.01
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	1.00
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	13.62
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	19.56
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	11.62
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	12.88
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	5.04
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	4.06
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	33.61

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.76
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	8.15
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.95
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	4.93
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.99
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.42
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	19.21

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.01
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.01

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	0.68
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	0.33
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	1.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.43
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.38
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	4.80
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.81
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.02
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.18
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.62

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	14.75
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	4.81
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	19.56

**County of Peterborough
Airport Road EA
Sensitivity Test No 8 - Low Socio-Cultural Environment
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 8 - Low Socio-Cultural Environment
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 8 - Low Socio-Cultural Environment
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.11	2.11	2.11	0.00	0.00	11.62	11.62	11.62	0.00	11.62	11.62	11.62	11.62	11.62	11.62
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	12.88	12.88	12.88	0.00	6.44	6.44	6.44	12.88	12.88	12.88
Network Connectivity	0.00	3.36	3.36	3.36	0.00	0.00	5.04	5.04	5.04	0.00	1.68	1.68	1.68	5.04	5.04	5.04
Cycling and Pedestrian Link	0.00	4.06	4.06	3.66	0.00	0.00	4.06	4.06	3.66	3.66	4.06	4.06	3.66	4.06	4.06	3.66
Total	0.00	9.54	9.54	9.13	0.00	0.00	33.61	33.61	33.20	3.66	23.81	23.81	23.40	33.61	33.61	33.20

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.76	1.54	1.60	1.60	1.71	1.71	0.51	0.80	0.80	1.63	0.42	0.74	0.74	0.00	0.42	0.42
Loss of Provincial Significant Wetland (PSW)	8.15	0.00	1.79	1.79	5.43	7.77	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
Loss of Locally Significant Wetland Area	1.95	1.95	1.95	1.95	1.95	1.95	0.49	0.54	0.54	0.00	0.04	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	4.93	0.00	1.13	1.13	4.93	3.03	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93	4.93
Loss of Seasonal Fish Habitat	0.99	0.50	0.61	0.61	0.99	0.99	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23
Stromwater Runoff	1.42	0.00	0.26	0.68	0.81	1.04	0.79	0.91	1.11	1.30	0.76	0.88	1.08	0.49	0.65	0.91
Total	19.21	3.99	7.35	7.77	15.83	16.50	14.86	15.55	15.75	17.48	14.25	14.96	15.16	13.56	14.41	14.67

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.37	2.37	2.37	0.00	0.00	13.01	13.01	13.01	0.00	13.01	13.01	13.01	13.01	13.01	13.01
Total	0.00	2.37	2.37	2.37	0.00	0.00	13.01	13.01	13.01	0.00	13.01	13.01	13.01	13.01	13.01	13.01

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	0.68	0.00	0.16	0.16	0.59	0.50	0.24	0.34	0.34	0.63	0.20	0.32	0.32	0.06	0.20	0.20
Residents with Increased Visual Intrusion	0.33	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.33	0.00	0.00	0.00	0.11	0.11	0.11
Total	1.00	0.11	0.27	0.27	0.69	0.60	0.34	0.45	0.45	0.95	0.20	0.32	0.32	0.16	0.31	0.31

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.37	1.37	1.37	0.00	0.00	0.00	0.00	0.00	0.00	3.43	3.43	3.43	3.43	3.43	3.43
Number of Potential Residential Buyouts	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	0.00	0.00	0.00
Airport Development Lands Required	4.80	2.20	2.80	2.80	4.80	4.80	0.00	1.07	2.13	4.40	0.80	1.73	1.73	0.80	1.73	1.73
Urban Employment Area Required	0.81	0.00	0.22	0.22	0.81	0.22	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Countryside Rural Area Required	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00	0.20	0.20
Supports Fraserville Secondary Plan	0.00	1.31	1.31	1.31	1.09	1.09	2.18	2.18	2.18	0.00	1.53	1.53	1.53	2.18	2.18	2.18
Total	8.01	7.28	8.10	8.10	9.10	8.52	5.39	6.46	7.52	7.61	8.96	9.90	9.90	7.21	8.35	8.35

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	14.75	0.00	0.98	2.02	11.53	12.95	9.25	9.92	10.71	13.96	9.35	9.98	10.77	8.02	8.05	9.06
Number of Potential Residential Buyouts	4.81	0.00	0.07	0.36	3.37	3.95	2.58	2.65	3.09	4.38	2.73	2.80	3.09	2.37	2.51	2.58
Total	19.56	0.00	1.05	2.38	14.90	16.89	11.84	12.57	13.79	18.34	12.07	12.78	13.85	10.39	10.56	11.65

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	33.61	0.00	9.54	9.54	9.13	0.00	0.00	33.61	33.61	33.20	3.66	23.81	23.81	23.40	33.61	33.61	33.20
NATURAL ENVIRONMENT	19.21	19.21	3.99	7.35	7.77	15.83	16.50	14.86	15.55	15.75	17.48	14.25	14.96	15.16	13.56	14.41	14.67
ECONOMIC ENVIRONMENT	13.01	0.00	2.37	2.37	2.37	0.00	0.00	13.01	13.01	13.01	0.00	13.01	13.01	13.01	13.01	13.01	13.01
SOCIO-CULTURAL ENVIRONMENT	1.00	1.00	0.11	0.27	0.27	0.69	0.60	0.34	0.45	0.45	0.95	0.20	0.32	0.32	0.16	0.31	0.31
LAND USE AND PROPERTY	13.62	8.01	7.28	8.10	8.10	9.10	8.52	5.39	6.46	7.52	7.61	8.96	9.90	9.90	7.21	8.35	8.35
COST	19.56	19.56	0.00	1.05	2.38	14.90	16.89	11.84	12.57	13.79	18.34	12.07	12.78	13.85	10.39	10.56	11.65
TOTAL	100.00	47.77	23.28	28.67	30.01	40.52	42.51	79.05	81.65	83.73	48.03	72.31	74.77	75.64	77.95	80.26	81.19
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 9 - Land Use & Property**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	29.50
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	16.86
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	11.42
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	5.06
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	20.00
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	17.16
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	10.20
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	11.31
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	4.43
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	3.56
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	29.50

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.55
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	7.15
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.71
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	4.33
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.87
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.25
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	16.86

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	11.42
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	11.42

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	3.41
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.64
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	5.06

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	5.03
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	2.03
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	7.05
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	1.18
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.50
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	3.20
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	12.95
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	4.22
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	17.16

**County of Peterborough
Airport Road EA
Sensitivity Test No 9 - Land Use & Property
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 9 - Land Use & Property
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 9 - Land Use & Property
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.86	1.86	1.86	0.00	0.00	10.20	10.20	10.20	0.00	10.20	10.20	10.20	10.20	10.20	10.20
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	11.31	11.31	11.31	0.00	5.65	5.65	5.65	11.31	11.31	11.31
Network Connectivity	0.00	2.95	2.95	2.95	0.00	0.00	4.43	4.43	4.43	0.00	1.48	1.48	1.48	4.43	4.43	4.43
Cycling and Pedestrian Link	0.00	3.56	3.56	3.21	0.00	0.00	3.56	3.56	3.21	3.21	3.56	3.56	3.21	3.56	3.56	3.21
Total	0.00	8.37	8.37	8.01	0.00	0.00	29.50	29.50	29.15	3.21	20.90	20.90	20.54	29.50	29.50	29.15

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.55	1.35	1.40	1.40	1.50	1.50	0.45	0.70	0.70	1.43	0.37	0.65	0.65	0.00	0.37	0.37
Loss of Provincial Significant Wetland (PSW)	7.15	0.00	1.57	1.57	4.77	6.82	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15	7.15
Loss of Locally Significant Wetland Area	1.71	1.71	1.71	1.71	1.71	1.71	0.43	0.47	0.47	0.47	0.00	0.03	0.03	0.00	0.03	0.03
Loss of Permanent Fish Habitat	4.33	0.00	0.99	0.99	4.33	2.66	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33	4.33
Loss of Seasonal Fish Habitat	0.87	0.44	0.54	0.54	0.87	0.87	0.00	0.20	0.20	0.82	0.00	0.20	0.20	0.00	0.20	0.20
Stromwater Runoff	1.25	0.00	0.23	0.60	0.71	0.91	0.69	0.80	0.97	1.14	0.66	0.77	0.95	0.43	0.57	0.80
Total	16.86	3.50	6.45	6.82	13.89	14.48	13.05	13.65	13.83	15.34	12.51	13.13	13.31	11.91	12.65	12.88

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.08	2.08	2.08	0.00	0.00	11.42	11.42	11.42	0.00	11.42	11.42	11.42	11.42	11.42	11.42
Total	0.00	2.08	2.08	2.08	0.00	0.00	11.42	11.42	11.42	0.00	11.42	11.42	11.42	11.42	11.42	11.42

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	3.41	0.00	0.80	0.80	2.96	2.50	1.19	1.71	1.71	3.17	1.02	1.59	1.59	0.28	1.02	1.02
Residents with Increased Visual Intrusion	1.64	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	1.64	0.00	0.00	0.00	0.55	0.55	0.55
Total	5.06	0.55	1.34	1.34	3.51	3.05	1.74	2.25	2.25	4.82	1.02	1.59	1.59	0.83	1.57	1.57

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	2.01	2.01	2.01	0.00	0.00	0.00	0.00	0.00	0.00	5.03	5.03	5.03	5.03	5.03	5.03
Number of Potential Residential Buyouts	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	2.03	0.00	0.00	0.00
Airport Development Lands Required	7.05	3.23	4.11	4.11	7.05	7.05	0.00	1.57	3.13	6.46	1.18	2.55	2.55	1.18	2.55	2.55
Urban Employment Area Required	1.18	0.00	0.32	0.32	1.18	0.32	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Countryside Rural Area Required	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	0.00	0.30	0.30
Supports Fraserville Secondary Plan	0.00	1.92	1.92	1.92	1.60	1.60	3.20	3.20	3.20	0.00	2.24	2.24	2.24	3.20	3.20	3.20
Total	11.77	10.70	11.90	11.90	13.37	12.51	7.92	9.48	11.05	11.18	13.17	14.54	14.54	10.59	12.26	12.26

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	12.95	0.00	0.86	1.77	10.12	11.37	8.12	8.70	9.40	12.25	8.21	8.76	9.45	7.04	7.07	7.96
Number of Potential Residential Buyouts	4.22	0.00	0.06	0.31	2.96	3.46	2.27	2.33	2.71	3.84	2.39	2.46	2.71	2.08	2.20	2.27
Total	17.16	0.00	0.92	2.09	13.08	14.83	10.39	11.03	12.11	16.09	10.60	11.22	12.16	9.12	9.27	10.22

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	29.50	0.00	8.37	8.37	8.01	0.00	0.00	29.50	29.50	29.15	3.21	20.90	20.90	20.54	29.50	29.50	29.15
NATURAL ENVIRONMENT	16.86	16.86	3.50	6.45	6.82	13.89	14.48	13.05	13.65	13.83	15.34	12.51	13.13	13.31	11.91	12.65	12.88
ECONOMIC ENVIRONMENT	11.42	0.00	2.08	2.08	2.08	0.00	0.00	11.42	11.42	11.42	0.00	11.42	11.42	11.42	11.42	11.42	11.42
SOCIO-CULTURAL ENVIRONMENT	5.06	5.06	0.55	1.34	1.34	3.51	3.05	1.74	2.25	2.25	4.82	1.02	1.59	1.59	0.83	1.57	1.57
LAND USE AND PROPERTY	20.00	11.77	10.70	11.90	11.90	13.37	12.51	7.92	9.48	11.05	11.18	13.17	14.54	14.54	10.59	12.26	12.26
COST	17.16	17.16	0.00	0.92	2.09	13.08	14.83	10.39	11.03	12.11	16.09	10.60	11.22	12.16	9.12	9.27	10.22
TOTAL	100.00	50.85	25.19	31.07	32.24	43.84	44.87	74.01	77.34	79.80	50.64	69.61	72.79	73.56	73.37	76.68	77.50
RANKING		10	16	15	14	13	12	5	3	1	11	9	8	6	7	4	2

**County of Peterborough
Airport Road EA
Sensitivity Test No 10 - Low Land Use & Property**

	Global Weights												Average Weight	Test Nos.
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	35.77
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	20.44
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	13.84
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	6.13
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	3.00
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	20.81
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	12.37
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	13.71
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	5.37
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	4.32
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.77

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.87
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	8.67
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	2.08
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	5.25
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	1.06
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.52
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.44

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.84
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.84

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	4.14
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.99
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	6.13

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	0.76
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	0.31
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	1.06
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.18
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.23
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	0.48
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	3.00

	Sub-Factor Weights												Average Weight	Sub-Factor Weight
COST	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	15.70
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	5.12
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.81

**County of Peterborough
Airport Road EA
Sensitivity Test No 10 - Low Land Use & Property
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 10 - Low Land Use & Property
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 10 - Low Land Use & Property
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.25	2.25	2.25	0.00	0.00	12.37	12.37	12.37	0.00	12.37	12.37	12.37	12.37	12.37	12.37
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	13.71	13.71	13.71	0.00	6.86	6.86	6.86	13.71	13.71	13.71
Network Connectivity	0.00	3.58	3.58	3.58	0.00	0.00	5.37	5.37	5.37	0.00	1.79	1.79	1.79	5.37	5.37	5.37
Cycling and Pedestrian Link	0.00	4.32	4.32	3.89	0.00	0.00	4.32	4.32	3.89	3.89	4.32	4.32	3.89	4.32	4.32	3.89
Total	0.00	10.15	10.15	9.72	0.00	0.00	35.77	35.77	35.34	3.89	25.34	25.34	24.91	35.77	35.77	35.34

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.87	1.64	1.70	1.70	1.82	1.82	0.55	0.85	0.85	1.73	0.44	0.78	0.78	0.00	0.44	0.44
Loss of Provincial Significant Wetland (PSW)	8.67	0.00	1.91	1.91	5.78	8.27	8.67	8.67	8.67	8.67	8.67	8.67	8.67	8.67	8.67	8.67
Loss of Locally Significant Wetland Area	2.08	2.08	2.08	2.08	2.08	2.08	0.52	0.57	0.57	0.57	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	5.25	0.00	1.20	1.20	5.25	3.23	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25
Loss of Seasonal Fish Habitat	1.06	0.53	0.65	0.65	1.06	1.06	0.00	0.24	0.24	1.00	0.00	0.24	0.24	0.00	0.24	0.24
Stromwater Runoff	1.52	0.00	0.28	0.72	0.86	1.11	0.84	0.97	1.18	1.39	0.80	0.94	1.15	0.52	0.69	0.97
Total	20.44	4.24	7.82	8.27	16.84	17.56	15.82	16.55	16.76	18.60	15.16	15.92	16.14	14.44	15.34	15.61

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.52	2.52	2.52	0.00	0.00	13.84	13.84	13.84	0.00	13.84	13.84	13.84	13.84	13.84	13.84
Total	0.00	2.52	2.52	2.52	0.00	0.00	13.84	13.84	13.84	0.00	13.84	13.84	13.84	13.84	13.84	13.84

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	4.14	0.00	0.97	0.97	3.59	3.04	1.45	2.07	2.07	3.85	1.24	1.93	1.93	0.34	1.24	1.24
Residents with Increased Visual Intrusion	1.99	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	1.99	0.00	0.00	0.00	0.66	0.66	0.66
Total	6.13	0.66	1.63	1.63	4.25	3.70	2.11	2.73	2.73	5.84	1.24	1.93	1.93	1.01	1.91	1.91

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	0.30	0.30	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.76	0.76	0.76
Number of Potential Residential Buyouts	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.00	0.00
Airport Development Lands Required	1.06	0.48	0.62	0.62	1.06	1.06	0.00	0.24	0.47	0.97	0.18	0.38	0.38	0.18	0.38	0.38
Urban Employment Area Required	0.18	0.00	0.05	0.05	0.18	0.05	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Countryside Rural Area Required	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.00	0.05	0.05
Supports Fraserville Secondary Plan	0.00	0.29	0.29	0.29	0.24	0.24	0.48	0.48	0.48	0.00	0.34	0.34	0.34	0.48	0.48	0.48
Total	1.77	1.60	1.79	1.79	2.01	1.88	1.19	1.42	1.66	1.68	1.97	2.18	2.18	1.59	1.84	1.84

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	15.70	0.00	1.04	2.15	12.27	13.78	9.85	10.55	11.39	14.86	9.95	10.62	11.46	8.54	8.57	9.65
Number of Potential Residential Buyouts	5.12	0.00	0.08	0.38	3.59	4.20	2.75	2.83	3.28	4.66	2.90	2.98	3.28	2.52	2.67	2.75
Total	20.81	0.00	1.12	2.53	15.86	17.98	12.60	13.38	14.68	19.51	12.85	13.60	14.74	11.06	11.24	12.40

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	35.77	0.00	10.15	10.15	9.72	0.00	0.00	35.77	35.77	35.34	3.89	25.34	25.34	24.91	35.77	35.77	35.34
NATURAL ENVIRONMENT	20.44	20.44	4.24	7.82	8.27	16.84	17.56	15.82	16.55	16.76	18.60	15.16	15.92	16.14	14.44	15.34	15.61
ECONOMIC ENVIRONMENT	13.84	0.00	2.52	2.52	2.52	0.00	0.00	13.84	13.84	13.84	0.00	13.84	13.84	13.84	13.84	13.84	13.84
SOCIO-CULTURAL ENVIRONMENT	6.13	6.13	0.66	1.63	1.63	4.25	3.70	2.11	2.73	2.73	5.84	1.24	1.93	1.93	1.01	1.91	1.91
LAND USE AND PROPERTY	3.00	1.77	1.60	1.79	1.79	2.01	1.88	1.19	1.42	1.66	1.68	1.97	2.18	2.18	1.59	1.84	1.84
COST	20.81	20.81	0.00	1.12	2.53	15.86	17.98	12.60	13.38	14.68	19.51	12.85	13.60	14.74	11.06	11.24	12.40
TOTAL	100.00	49.15	19.18	25.02	26.45	38.96	41.11	81.33	83.70	85.02	49.52	70.41	72.82	73.74	77.71	79.94	80.94
RANKING		11	16	15	14	13	12	3	2	1	10	9	8	7	6	5	4

**County of Peterborough
Airport Road EA
Sensitivity Test No 11 - High Cost**

Global Weights														
GLOBAL FACTORS	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Test Nos.
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	25.64
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	14.65
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	9.92
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	4.40
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	10.39
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	35.00
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

Sub-Factor Weights														
TRAFFIC & TRANSPORTATION	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	8.87
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	9.83
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	3.85
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	3.10
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	25.64

Sub-Factor Weights														
NATURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.34
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	6.21
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	1.49
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	3.76
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	0.76
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.09
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.65

Sub-Factor Weights														
ECONOMIC ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	9.92
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	9.92

Sub-Factor Weights														
SOCIO-CULTURAL ENVIRONMENT	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	2.97
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.43
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	4.40

Sub-Factor Weights														
LAND USE AND PROPERTY	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	2.61
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.06
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	3.66
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.61
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	0.78
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	1.66
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.39

Sub-Factor Weights														
COST	1	2	3	4	5	6	7	8	9	10	11	12	Average Weight	Sub-Factor Weight
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	26.40
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	8.60
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.00

**County of Peterborough
Airport Road EA
Sensitivity Test No 11 - High Cost
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 11 - High Cost
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 11 - High Cost
Scores**

TRAFFIC & TRANSPORTATION	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	1.61	1.61	1.61	0.00	0.00	8.87	8.87	8.87	0.00	8.87	8.87	8.87	8.87	8.87	8.87
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	9.83	9.83	9.83	0.00	4.91	4.91	4.91	9.83	9.83	9.83
Network Connectivity	0.00	2.56	2.56	2.56	0.00	0.00	3.85	3.85	3.85	0.00	1.28	1.28	1.28	3.85	3.85	3.85
Cycling and Pedestrian Link	0.00	3.10	3.10	2.79	0.00	0.00	3.10	3.10	2.79	2.79	3.10	3.10	2.79	3.10	3.10	2.79
Total	0.00	7.27	7.27	6.96	0.00	0.00	25.64	25.64	25.33	2.79	18.16	18.16	17.85	25.64	25.64	25.33

NATURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.34	1.17	1.22	1.22	1.31	1.31	0.39	0.61	0.61	1.24	0.32	0.56	0.56	0.00	0.32	0.32
Loss of Provincial Significant Wetland (PSW)	6.21	0.00	1.37	1.37	4.14	5.92	6.21	6.21	6.21	6.21	6.21	6.21	6.21	6.21	6.21	6.21
Loss of Locally Significant Wetland Area	1.49	1.49	1.49	1.49	1.49	1.49	0.37	0.41	0.41	0.41	0.00	0.03	0.03	0.00	0.03	0.03
Loss of Permanent Fish Habitat	3.76	0.00	0.86	0.86	3.76	2.31	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76	3.76
Loss of Seasonal Fish Habitat	0.76	0.38	0.47	0.47	0.76	0.76	0.00	0.17	0.17	0.71	0.00	0.17	0.17	0.00	0.17	0.17
Stromwater Runoff	1.09	0.00	0.20	0.52	0.62	0.79	0.60	0.70	0.85	0.99	0.58	0.67	0.82	0.37	0.50	0.70
Total	14.65	3.04	5.61	5.93	12.07	12.58	11.34	11.87	12.02	13.33	10.87	11.41	11.57	10.35	10.99	11.19

ECONOMIC ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	1.80	1.80	1.80	0.00	0.00	9.92	9.92	9.92	0.00	9.92	9.92	9.92	9.92	9.92	9.92
Total	0.00	1.80	1.80	1.80	0.00	0.00	9.92	9.92	9.92	0.00	9.92	9.92	9.92	9.92	9.92	9.92

SOCIO-CULTURAL ENVIRONMENT	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	2.97	0.00	0.69	0.69	2.57	2.18	1.04	1.48	1.48	2.76	0.89	1.38	1.38	0.25	0.89	0.89
Residents with Increased Visual Intrusion	1.43	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	1.43	0.00	0.00	0.00	0.48	0.48	0.48
Total	4.40	0.48	1.17	1.17	3.05	2.65	1.51	1.96	1.96	4.19	0.89	1.38	1.38	0.72	1.37	1.37

LAND USE AND PROPERTY	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.05	1.05	1.05	0.00	0.00	0.00	0.00	0.00	0.00	2.61	2.61	2.61	2.61	2.61	2.61
Number of Potential Residential Buyouts	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.00	0.00	0.00
Airport Development Lands Required	3.66	1.68	2.14	2.14	3.66	3.66	0.00	0.81	1.63	3.36	0.61	1.32	1.32	0.61	1.32	1.32
Urban Employment Area Required	0.61	0.00	0.17	0.17	0.61	0.17	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Countryside Rural Area Required	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.00	0.16	0.16
Supports Fraserville Secondary Plan	0.00	1.00	1.00	1.00	0.83	0.83	1.66	1.66	1.66	0.00	1.16	1.16	1.16	1.66	1.66	1.66
Total	6.11	5.56	6.18	6.18	6.94	6.50	4.11	4.93	5.74	5.81	6.84	7.55	7.55	5.50	6.37	6.37

COST	Score															
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	26.40	0.00	1.75	3.62	20.63	23.17	16.56	17.75	19.16	24.98	16.73	17.86	19.27	14.36	14.41	16.22
Number of Potential Residential Buyouts	8.60	0.00	0.13	0.64	6.04	7.06	4.62	4.75	5.52	7.83	4.88	5.01	5.52	4.24	4.49	4.62
Total	35.00	0.00	1.88	4.26	26.67	30.24	21.18	22.50	24.68	32.82	21.61	22.87	24.80	18.59	18.91	20.84

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	25.64	0.00	7.27	7.27	6.96	0.00	0.00	25.64	25.64	25.33	2.79	18.16	18.16	17.85	25.64	25.64	25.33
NATURAL ENVIRONMENT	14.65	14.65	3.04	5.61	5.93	12.07	12.58	11.34	11.87	12.02	13.33	10.87	11.41	11.57	10.35	10.99	11.19
ECONOMIC ENVIRONMENT	9.92	0.00	1.80	1.80	1.80	0.00	0.00	9.92	9.92	9.92	0.00	9.92	9.92	9.92	9.92	9.92	9.92
SOCIO-CULTURAL ENVIRONMENT	4.40	4.40	0.48	1.17	1.17	3.05	2.65	1.51	1.96	1.96	4.19	0.89	1.38	1.38	0.72	1.37	1.37
LAND USE AND PROPERTY	10.39	6.11	5.56	6.18	6.18	6.94	6.50	4.11	4.93	5.74	5.81	6.84	7.55	7.55	5.50	6.37	6.37
COST	35.00	35.00	0.00	1.88	4.26	26.67	30.24	21.18	22.50	24.68	32.82	21.61	22.87	24.80	18.59	18.91	20.84
TOTAL	100.00	60.16	18.15	23.92	26.30	48.73	51.97	73.71	76.81	79.65	58.93	68.29	71.30	73.07	70.73	73.20	75.03
RANKING		10	16	15	14	13	12	4	2	1	11	9	7	6	8	5	3

**County of Peterborough
Airport Road EA
Sensitivity Test No 12 - Low Cost**

GLOBAL FACTORS	Global Weights												Average Weight	Test Nos.
	1	2	3	4	5	6	7	8	9	10	11	12		
TRAFFIC & TRANSPORTATION	45	40	40	25	40	40	25	30	20	20	30	30	32.08	35.50
NATURAL ENVIRONMENT	14	2	15	20	15	20	15	20	10	35	29	25	18.33	20.29
ECONOMIC ENVIRONMENT	9	35	15	10	5	10	15	5	20	10	10	5	12.42	13.74
SOCIO-CULTURAL ENVIRONMENT	3	5	10	5	10	5	10	5	2	5	1	5	5.50	6.09
LAND USE AND PROPERTY	15	3	10	20	20	5	15	20	13	15	5	15	13.00	14.39
COST	14	15	10	20	10	20	20	20	35	15	25	20	18.67	10.00
TOTALS	100	100	100	100	100	100	100	100	100	100	100	100	100.00	100.00

TRAFFIC & TRANSPORTATION	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Out-of-Way Travel	70	30	40	20	45	30	20	30	30	40	20	40	34.58	12.28
Out-of-Way Travel (Emergency Services)	15	55	40	50	25	35	60	30	50	20	50	30	38.33	13.61
Network Connectivity	5	5	10	20	25	30	5	30	5	20	10	15	15.00	5.33
Cycling and Pedestrian Link	10	10	10	10	5	5	15	10	15	20	20	15	12.08	4.29
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	35.50

NATURAL ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Loss of Floodplain Storage Area	10	5	10	5	5	10	15	15	10	10	5	10	9.17	1.86
Loss of Provincial Significant Wetland (PSW) Area	49	40	45	40	60	35	25	50	20	50	50	45	42.42	8.61
Loss of Locally Significant Wetland Area	7	10	5	10	15	10	15	10	15	10	5	10	10.17	2.06
Loss of Permanent Fish Habitat	23	40	25	30	20	30	20	10	45	15	25	25	25.67	5.21
Loss of Seasonal Fish Habitat	7	0	10	10	0	5	5	5	0	5	10	5	5.17	1.05
Stromwater Runoff	4	5	5	5	0	10	20	10	10	10	5	5	7.42	1.50
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	20.29

ECONOMIC ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Business Out-of-Way Travel	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.74
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	13.74

SOCIO-CULTURAL ENVIRONMENT	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Area of Archaeological Potential Impacted	75	90	65	75	90	80	40	90	30	90	5	80	67.50	4.11
Residents with Increased Visual Intrusion	25	10	35	25	10	20	60	10	70	10	95	20	32.50	1.98
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	6.09

LAND USE AND PROPERTY	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Accommodate/Support Airport Access	7	20	35	20	20	40	20	25	35	10	40	30	25.17	3.62
Number of Potential Residential Buyouts	12	10	10	20	10	10	20	5	5	5	10	5	10.17	1.46
Airport Development Lands Required	68	55	15	30	50	25	25	20	10	65	20	40	35.25	5.07
Urban Employment Area Required	1	5	10	5	0	0	5	20	15	5	0	5	5.92	0.85
Countryside Rural Area Required	5	5	10	5	0	0	20	10	5	5	20	5	7.50	1.08
Supports Fraserville Secondary Plan	7	5	20	20	20	25	10	20	30	10	10	15	16.00	2.30
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	14.39

COST	Sub-Factor Weights												Average Weight	Sub-Factor Weight
	1	2	3	4	5	6	7	8	9	10	11	12		
Life Cycle Cost	90	65	70	75	75	80	65	80	70	65	80	90	75.42	7.54
Maintenance Cost	10	35	30	25	25	20	35	20	30	35	20	10	24.58	2.46
Totals	100	100	100	100	100	100	100	100	100	100	100	100	100.00	10.00

**County of Peterborough
Airport Road EA
Sensitivity Test No 12 - Low Cost
Measurements**

		Measurements															
TRAFFIC & TRANSPORTATION	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0
Out-of-Way Travel (Emergency Services)	no.	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1
Network Connectivity	turns (3 = no link)	3	1	1	1	3	3	0	0	0	3	2	2	2	0	0	0
Cycling and Pedestrian Link	no.	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9

		Measurements															
NATURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Loss of Floodplain Storage Area	ha	0	0.7	0.5	0.5	0.15	0.15	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Loss of Provincial Significant Wetland (PSW) Area	ha	0	3	2.34	2.34	1	0.14	0	0	0	0	0	0	0	0	0	0
Loss of Locally Significant Wetland Area	ha	0	0	0	0	0	0	30	29	29	29	40	39.2	39.2	40	39.2	39.2
Loss of Permanent Fish Habitat	m2	0	675	520	520	0	260	0	0	0	0	0	0	0	0	0	0
Loss of Seasonal Fish Habitat	m2	0	52	40	40	0	0	104	80	80	6	104	80	80	104	80	80
Stromwater Runoff	no.	2324	3601	3367	2992	2877	2667	2896	2784	2607	2433	2923	2811	2632	3164	3018	2784

		Measurements															
ECONOMIC ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Business Out-of-Way Travel	km	8.8	7.2	7.2	7.2	8.8	8.8	0	0	0	8.8	0	0	0	0	0	0

		Measurements															
SOCIO-CULTURAL ENVIRONMENT	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Area of Archaeological Potential Impacted	ha	0	6	4.6	4.6	0.8	1.6	3.9	3	3	0.42	4.2	3.2	3.2	5.5	4.2	4.2
Residents with Increased Visual Intrusion	no.	0	2	2	2	2	2	2	2	2	0	3	3	3	2	2	2

		Measurements															
LAND USE AND PROPERTY	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Accommodate/Support Airport Access	no.	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1
Number of Potential Residential Buyouts	no.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Airport Development Lands Required	ha	0	1.95	1.5	1.5	0	0	3.6	2.8	2	0.3	3	2.3	2.3	3	2.3	2.3
Urban Employment Area Required	ha	0	1.1	0.8	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0
Countryside Rural Area Required	ha	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.2	1.2
Supports Fraserville Secondary Plan	no.	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1

		Measurements															
COST	Unit	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"
Life Cycle Cost	\$/million	0	4.67	4.36	4.03	1.02	0.57	1.74	1.53	1.28	0.25	1.71	1.51	1.26	2.13	2.12	1.8
Maintenance Cost	\$/million	0	0.67	0.66	0.62	0.2	0.12	0.31	0.3	0.24	0.06	0.29	0.28	0.24	0.34	0.32	0.31

**County of Peterborough
Airport Road EA
Sensitivity Test No 12 - Low Cost
Social Utility Functions**

TRAFFIC & TRANSPORTATION	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Out-of-Way Travel (Emergency Services)	0	0	0	0	0	0	1	1	1	0	0.5	0.5	0.5	1	1	1	1
Network Connectivity	0.00	0.67	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Cycling and Pedestrian Link	0	1	1	0.9	0	0	1	1	0.9	0.9	1	1	0.9	1	1	0.9	0.9

NATURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Loss of Floodplain Storage Area	1.00	0.87	0.91	0.91	0.97	0.97	0.29	0.45	0.45	0.92	0.24	0.42	0.42	0.00	0.24	0.24	0.24
Loss of Provincial Significant Wetland (PSW) Area	1.00	0.00	0.22	0.22	0.67	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Locally Significant Wetland Area	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.28	0.28	0.28	0.00	0.02	0.02	0.00	0.02	0.02	0.02
Loss of Permanent Fish Habitat	1.00	0.00	0.23	0.23	1.00	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Loss of Seasonal Fish Habitat	1.00	0.50	0.62	0.62	1.00	1.00	0.00	0.23	0.23	0.94	0.00	0.23	0.23	0.00	0.23	0.23	0.23
Stromwater Runoff	1.00	0.00	0.18	0.48	0.57	0.73	0.55	0.64	0.78	0.91	0.53	0.62	0.76	0.34	0.46	0.64	0.64

ECONOMIC ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Business Out-of-Way Travel	0.00	0.18	0.18	0.18	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

SOCIO-CULTURAL ENVIRONMENT	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Area of Archaeological Potential Impacted	1.00	0.00	0.23	0.23	0.87	0.73	0.35	0.50	0.50	0.93	0.30	0.47	0.47	0.08	0.30	0.30	0.30
Residents with Increased Visual Intrusion	1.00	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33

LAND USE AND PROPERTY	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Accommodate/Support Airport Access	0	0.4	0.4	0.4	0	0	0	0	0	0	1	1	1	1	1	1	1
Number of Potential Residential Buyouts	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Airport Development Lands Required	1.00	0.46	0.58	0.58	1.00	1.00	0.00	0.22	0.44	0.92	0.17	0.36	0.36	0.17	0.36	0.36	0.36
Urban Employment Area Required	1.00	0.00	0.27	0.27	1.00	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Countryside Rural Area Required	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.20	0.20	0.20
Supports Fraserville Secondary Plan	0	0.6	0.6	0.6	0.5	0.5	1	1	1	0	0.7	0.7	0.7	1	1	1	1

COST	Social Utility Function																
	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C"	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A"	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C"	Alt. 3D	Alt. 3D'	Alt. 3D"	
Life Cycle Cost	1.00	0.00	0.07	0.14	0.78	0.88	0.63	0.67	0.73	0.95	0.63	0.68	0.73	0.54	0.55	0.61	0.61
Maintenance Cost	1.00	0.00	0.01	0.07	0.70	0.82	0.54	0.55	0.64	0.91	0.57	0.58	0.64	0.49	0.52	0.54	0.54

**County of Peterborough
Airport Road EA
Sensitivity Test No 12 - Low Cost
Scores**

		Score														
TRAFFIC & TRANSPORTATION	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Out-of-Way Travel	0.00	2.23	2.23	2.23	0.00	0.00	12.28	12.28	12.28	0.00	12.28	12.28	12.28	12.28	12.28	12.28
Out-of-Way Travel (Emergency Services)	0.00	0.00	0.00	0.00	0.00	0.00	13.61	13.61	13.61	0.00	6.80	6.80	6.80	13.61	13.61	13.61
Network Connectivity	0.00	3.55	3.55	3.55	0.00	0.00	5.33	5.33	5.33	0.00	1.78	1.78	1.78	5.33	5.33	5.33
Cycling and Pedestrian Link	0.00	4.29	4.29	3.86	0.00	0.00	4.29	4.29	3.86	3.86	4.29	4.29	3.86	4.29	4.29	3.86
Total	0.00	10.07	10.07	9.64	0.00	0.00	35.50	35.50	35.07	3.86	25.15	25.15	24.72	35.50	35.50	35.07

		Score														
NATURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Loss of Floodplain Storage Area	1.86	1.62	1.69	1.69	1.81	1.81	0.54	0.85	0.85	1.72	0.44	0.78	0.78	0.00	0.44	0.44
Loss of Provincial Significant Wetland (PSW)	8.61	0.00	1.89	1.89	5.74	8.20	8.61	8.61	8.61	8.61	8.61	8.61	8.61	8.61	8.61	8.61
Loss of Locally Significant Wetland Area	2.06	2.06	2.06	2.06	2.06	2.06	0.52	0.57	0.57	0.57	0.00	0.04	0.04	0.00	0.04	0.04
Loss of Permanent Fish Habitat	5.21	0.00	1.20	1.20	5.21	3.20	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21	5.21
Loss of Seasonal Fish Habitat	1.05	0.52	0.65	0.65	1.05	1.05	0.00	0.24	0.24	0.99	0.00	0.24	0.24	0.00	0.24	0.24
Stromwater Runoff	1.50	0.00	0.28	0.72	0.85	1.10	0.83	0.96	1.17	1.38	0.80	0.93	1.14	0.51	0.69	0.96
Total	20.29	4.21	7.76	8.20	16.72	17.42	15.70	16.43	16.64	18.46	15.05	15.80	16.01	14.33	15.22	15.50

		Score														
ECONOMIC ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Business Out-of-Way Travel	0.00	2.50	2.50	2.50	0.00	0.00	13.74	13.74	13.74	0.00	13.74	13.74	13.74	13.74	13.74	13.74
Total	0.00	2.50	2.50	2.50	0.00	0.00	13.74	13.74	13.74	0.00	13.74	13.74	13.74	13.74	13.74	13.74

		Score														
SOCIO-CULTURAL ENVIRONMENT	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Area of Archaeological Potential Impacted	4.11	0.00	0.96	0.96	3.56	3.01	1.44	2.05	2.05	3.82	1.23	1.92	1.92	0.34	1.23	1.23
Residents with Increased Visual Intrusion	1.98	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	1.98	0.00	0.00	0.00	0.66	0.66	0.66
Total	6.09	0.66	1.62	1.62	4.22	3.67	2.10	2.71	2.71	5.80	1.23	1.92	1.92	1.00	1.89	1.89

		Score														
LAND USE AND PROPERTY	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	0.00	1.45	1.45	1.45	0.00	0.00	0.00	0.00	0.00	0.00	3.62	3.62	3.62	3.62	3.62	3.62
Number of Potential Residential Buyouts	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	0.00	0.00	0.00
Airport Development Lands Required	5.07	2.32	2.96	2.96	5.07	5.07	0.00	1.13	2.25	4.65	0.85	1.83	1.83	0.85	1.83	1.83
Urban Employment Area Required	0.85	0.00	0.23	0.23	0.85	0.23	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Countryside Rural Area Required	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	0.00	0.22	0.22
Supports Fraserville Secondary Plan	0.00	1.38	1.38	1.38	1.15	1.15	2.30	2.30	2.30	0.00	1.61	1.61	1.61	2.30	2.30	2.30
Total	8.46	7.69	8.56	8.56	9.61	9.00	5.69	6.82	7.95	8.04	9.47	10.46	10.46	7.62	8.82	8.82

		Score														
COST	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
Accommodate/Support Airport Access	7.54	0.00	0.50	1.03	5.89	6.62	4.73	5.07	5.47	7.14	4.78	5.10	5.51	4.10	4.12	4.63
Number of Potential Residential Buyouts	2.46	0.00	0.04	0.18	1.72	2.02	1.32	1.36	1.58	2.24	1.39	1.43	1.58	1.21	1.28	1.32
Total	10.00	0.00	0.54	1.22	7.62	8.64	6.05	6.43	7.05	9.38	6.17	6.53	7.08	5.31	5.40	5.96

Global Factors		Alternatives Scores															
Category	Average Weight	Alt. 1	Alt. 2C	Alt. 2C'	Alt. 2C''	Alt. 2D	Alt. 2D'	Alt. 3A	Alt. 3A'	Alt. 3A''	Alt. 3B	Alt. 3C	Alt. 3C'	Alt. 3C''	Alt. 3D	Alt. 3D'	Alt. 3D''
TRAFFIC & TRANSPORTATION	35.50	0.00	10.07	10.07	9.64	0.00	0.00	35.50	35.50	35.07	3.86	25.15	25.15	24.72	35.50	35.50	35.07
NATURAL ENVIRONMENT	20.29	20.29	4.21	7.76	8.20	16.72	17.42	15.70	16.43	16.64	18.46	15.05	15.80	16.01	14.33	15.22	15.50
ECONOMIC ENVIRONMENT	13.74	0.00	2.50	2.50	2.50	0.00	0.00	13.74	13.74	13.74	0.00	13.74	13.74	13.74	13.74	13.74	13.74
SOCIO-CULTURAL ENVIRONMENT	6.09	6.09	0.66	1.62	1.62	4.22	3.67	2.10	2.71	2.71	5.80	1.23	1.92	1.92	1.00	1.89	1.89
LAND USE AND PROPERTY	14.39	8.46	7.69	8.56	8.56	9.61	9.00	5.69	6.82	7.95	8.04	9.47	10.46	10.46	7.62	8.82	8.82
COST	10.00	10.00	0.00	0.54	1.22	7.62	8.64	6.05	6.43	7.05	9.38	6.17	6.53	7.08	5.31	5.40	5.96
TOTAL	100.00	44.84	25.13	31.05	31.74	38.17	38.73	78.78	81.63	83.16	45.54	70.81	73.60	73.93	77.50	80.58	80.98
RANKING		11	16	15	14	13	12	5	2	1	10	9	8	7	6	4	3