Mapleview Drive Huronia Road to Country Lane Evaluation Criteria	How Criteria is Being Assessed		Do Nothing	Alternative 1: 7 lanes, 4.2m median, 2m bike lanes, 2m sidewalks	Alternative 2: 7 Ianes, 4.2m median, 2m bike Ianes, 2m sidewalks, LID features		ernative 3: 7 lanes, 4.2m an, 3m MUT, 1.6m sidewalk
Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network; (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)						
Cycling Operations	Adequacy to accommodate cyclists						
Transit Operations/Services	Adequacy for transit operations/services						
Pedestrian Operations	Adequacy to accommodate pedestrians					Ŏ	
Driveway Impacts	Impacts on driveway accessibility and operations					Ŏ	
Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs						
Operations and Maintenance	Ease and cost of O & M requirements						
Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)						
Water Courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)	Ŏ					
Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern						
Species at Risk	Potential impact on Species at Risk						
Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)	Ŏ		Ŏ		Ŏ	
Impacts to Wetlands/PSW	Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands						
Land Use	Compatibility with land use (existing and future)						
Environmental Improvements	Opportunities to enhance aquatic/terrestrial features			Deer wintering areas	Deer wintering areas		Deer wintering areas
Property Acquisition	Degree of property required and households/business affected						
Aesthetics	Ability to improve visual aesthetics of roadway and community						
Noise Impacts	Number of noise walls or mitigations measured required						
Accessibility	Compliance with AODA					Ŏ	
Public Safety	Elimination of conflict points; improved infrastructure for all users						
Local Businesses	Disruption/permanent impact to businesses						
Archaeological Impacts	Potential impact to archaeological resources						
Cultural Heritage Impacts First Nations Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes						
First Nations Impacts	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights	Ŏ					
Project Capital Costs	Total projects costs for capital improvements			Ŏ			
Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs	Ŏ			Ŏ		
Land Acquisition Costs	Total costs for property acquisition						
	SUMMARY	Althoughthe natu	NOT PREFERRED gh it has minimal impact on ral heritage and cost, it does it address the need for improvements.	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and pedestrian access.	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and pedestrian access.	impro	MOST PREFERRED Best addresses need for ovements, and provides safer tunities for cyclists. Impacts on and social environment can be mitigated.

Mapleview Drive Country Lane to Madelaine Drive Evaluation Criteria	How Criteria is Being Assessed	Do Nothing	Alternative 1: 7 lanes, 4.2m median, 2m bike lanes, 2m sidewalks	Alternative 2: 7 lanes, 4.2m median, 2m bike lanes, 2m sidewalks, LID features	Alternative 3: 7 Ianes, 4.2m median, 3m MUT, 1.6m sidewalk
Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)				
Cycling Operations	Adequacy to accommodate cyclists				
Transit Operations/Services	Adequacy for transit operations/services				
Pedestrian Operations	Adequacy to accommodate pedestrians			Ŏ	Ŏ
Driveway Impacts	Impacts on driveway accessibility and operations				
Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs				
Operations and Maintenance requirements	Ease and cost of O & M requirements				
Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)				
Water courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)	Ŏ			
Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern				
Species at Risk	Potential impact on Species at Risk				
Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)				
Impacts to Wetlands/PSW	Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands				Ŏ
Land Use	Compatibility with land use (existing and future)				
Environmental Improvements	Opportunities to enhance aquatic/terrestrial features				
Property Acquisition	Degree of property required and households/business affected				
Aesthetics	Ability to improve visual aesthetics of roadway and community				
Noise Impacts	Number of noise walls or mitigations measured required				
Accessibility	Compliance with AODA				
Public Safety	Elimination of conflict points; improved infrastructure for all users				
Local Businesses	Disruption/permanent impact to businesses				
Archaeological Impacts	Potential impact to archaeological resources				
Cultural Heritage Impacts First Nations Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes				
ਰ ਝ ਤੋਂ First Nations Impacts	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights				
Project Capital Costs	Total projects costs for capital improvements				
Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs	Ŏ			
Land Acquisition Costs	Total costs for property acquisition				
	SUMMARY	Although it has minimal impact on the natural heritage and cost,		for improvement to transit, cycling and	MOST PREFERRED Best addresses need for improvements, and provides safe opportunities for cyclists. Impacts to natural and social environment can be mitigated.

Madela	eview Drive ine Drive to Yonge Street ion Criteria	How Criteria is Being Assessed	Do Nothing	Alternative 1: 5 lanes, 4.2m median, 2m bike lanes, 2m sidewalks,	Alternative 2: 5 lanes, 4.2m median, 2m bike lanes, 2m sidewalks, LID features	Alternative 3: 5 lanes, 4m TWLTL, 3m MUT, 1.6m sidewalk
onment	Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)				
Envir	Cycling Operations	Adequacy to accommodate cyclists				
onal	Transit Operations/Services	Adequacy for transit operations/services				
erati	Pedestrian Operations	Adequacy to accommodate pedestrians				
) p	Driveway Impacts	Impacts on driveway accessibility and operations				
ering	Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs				
ngine	Operations and Maintenance Requirements	Ease and cost of O & M requirements				
Ш	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)				
	Water Courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)				
ŧ	Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern			Ŏ	•
nme	Species at Risk	Potential impact on Species at Risk				
inviro	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)	Ŏ		Ŏ	
ural E	Impacts to Wetlands/PSW	Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands				
Nat	Land Use	Compatibility with land use (existing and future)				
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features				
	Property Acquisition	Degree of property required and households/business affected				
	Aesthetics	Ability to improve visual aesthetics of roadway and community				
npaci	Noise Impacts	Number of noise walls or mitigations measured required		Ŏ	Ŏ	
cial Ir	Accessibility	Compliance with AODA				
So	Public Safety	Elimination of conflict points; improved infrastructure for all users				
	Local Businesses	Disruption/permanent impact to businesses				
	Archaeological Impacts	Potential impact to archaeological resources	Ŏ			
ulturalı eritage ronme	Cultural Heritage Impacts First Nations Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes				
Envi	First Nations Impacts	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights				
a c	Project Capital Costs	Total projects costs for capital improvements				
nomi onme	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs	Ŏ			
Ecc	Land Acquisition Costs	Total costs for property acquisition				
		SUMMARY	NOT PREFERRED Although it has minimal impact on the natural heritage and cost, it does not address the need for improvements	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and pedestrian access.	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and pedestrian access.	MOST PREFERRED Best addresses need for improvements, and provides safe opportunities for cyclists. Impacts to natural and social environment can be mitigated.

Mapleview Drive Yonge Street to Prince William Way Evaluation Criteria	How Criteria is Being Assessed		Do Nothing	Alternative 1: 5 lanes, 4.2m median, 2m bike lanes, 2m sidewalks,		Alternative 3: 4 lanes, 3m MUT, 1.6m sidewalk, turning lanes at intersections
Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)					
Cycling Operations	Adequacy to accommodate cyclists					
Transit Operations/Services	Adequacy for transit operations/services					
Pedestrian Operations	Adequacy to accommodate pedestrians					
Oriveway Impacts	Impacts on driveway accessibility and operations					
Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs					
ច្ចាOperations and Maintenance ជា Requirements	Ease and cost of O & M requirements					
Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)					
Water Courses/Fisheries/Aquatic Impact	s Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)					
Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation					
Species at Risk	Concern Potential impact on Species at Risk					
Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural					
আ আ Impacts to Wetlands/PSW	vegetation communities (excluding wetlands) Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands					
Land Use	Compatibility with land use (existing and future)					
Environmental Improvements	Opportunities to enhance aquatic/terrestrial features					
Property Acquisition	Degree of property required and households/business affected					
Aesthetics	Ability to improve visual aesthetics of roadway and community					
Noise Impacts	Number of noise walls or mitigations measured required					
ह्न Accessibility	Compliance with AODA					
Public Safety	Elimination of conflict points; improved infrastructure for all users					
Local Businesses	Disruption/permanent impact to businesses					
Archaeological Impacts	Potential impact to archaeological resources					
Septimental Peritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage					
First Nations Impacts	landscapes					
Project Capital Costs	rights Total projects costs for capital improvements					
Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs					
Land Acquisition Costs	Total costs for property acquisition					
<u>"</u>	SUMMARY		OT PREFERRED	PREFERRED	PREFERRED	MOST PREFERRED
	Command	Althoug	gh it has minimal impact natural heritage and cost,	Addresses need for	Addresses need for improvements. Some opportunity for improvement to transit, cycling	Best addresses need for improvements, and provides safe opportunities for cyclists. Impacts to natural and social environment can be mitigated.

Mapleview Drive Prince William Way to 20 th Sideroad Evaluation Criteria	How Criteria is Being Assessed	Do Nothing	Alternative 1: 3 lanes, 4.2m median, 2m bike lanes, 2m sidewalks,	Alternative 2: 3 lanes, 4.2m median, 2m bike lanes, 2m sidewalks, LID features	Alternative 3: 3 lanes, 4m TWLTL, 3m MUT 1.6m sidewalk
Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)				
Cycling Operations	Adequacy to accommodate cyclists				
Transit Operations/Services	Adequacy for transit operations/services				
Pedestrian Operations	Adequacy to accommodate pedestrians				
Driveway Impacts	Impacts on driveway accessibility and operations				
Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs				
Operations and Maintenance	Ease and cost of O & M requirements				
Requirements Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)				
Water Courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)		Ŏ		
Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern				
Species at Risk	Potential impact on Species at Risk				
Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural				
ण	vegetation communities (excluding wetlands) Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands				
Land Use	Compatibility with land use (existing and future)				
Environmental Improvements	Opportunities to enhance aquatic/terrestrial features				
Property Acquisition	Degree of property required and households/business affected				
Aesthetics	Ability to improve visual aesthetics of roadway and community				
Noise Impacts	Number of noise walls or mitigations measured required				
Accessibility	Compliance with AODA				
Public Safety	Elimination of conflict points; improved infrastructure for all users				
Local Businesses	Disruption/permanent impact to businesses				
Archaeological Impacts	Potential impact to archaeological resources	Ŏ	Ŏ	Ŏ	Ŏ
Cultural Heritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage				
First Nations Impacts	landscapes Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights				
Project Capital Costs	Total projects costs for capital improvements				
Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs				
Land Acquisition Costs	Total costs for property acquisition				
 	SUMMARY	NOT PREFERRED Although it has minimal important on the natural heritage and could it does not address the need improvements	ost, improvements. Some	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and pedestrian access.	MOST PREFERRED Best addresses need for improvements, and provides s opportunities for cyclists. Impacts to natural and social environment can be mitigated.