

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 lanes, 4.2m median, 2m bike lanes, 2m sidewalks, LID features		Alternative 3: 7 lanes, 4.2m median, 3m MUT, 1.6m sidewalk	
Engineering / Operational Environment	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 Requirements	Ease and cost of O & M requirements									
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)									
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	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 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									
	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
Social Impact	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									
Cultural/Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources									
	Cultural Heritage 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									
Economic Environment	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 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 safer opportunities for cyclists. Impacts on natural 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 lanes, 4.2m median, 3m MUT, 1.6m sidewalk
Engineering / Operational Environment	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 requirements	Ease and cost of O & M requirements				
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)				
Natural Environment	Water courses/Fisheries/Aquatic Impacts	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 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				
	Land Use	Compatibility with land use (existing and future)				
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features				
Social Impact	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				
Cultural/Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources				
	Cultural Heritage 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				
Economic Environment	Project Capital Costs	Total projects costs for capital improvements				
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs				
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Mapleview Drive Madeline Drive to Yonge Street Evaluation 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	
Engineering / Operational Environment	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 Requirements	Ease and cost of O & M requirements									
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)									
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	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 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									
	Land Use	Compatibility with land use (existing and future)									
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features									
Social Impact	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									
Cultural/ Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources									
	Cultural Heritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes									
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Economic Environment	Project Capital Costs	Total projects costs for capital improvements									
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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 2: 5 lanes, 4.2m median, 2m bike lanes, 2m sidewalks, LID features		Alternative 3: 4 lanes, 3m MUT, 1.6m sidewalk, turning lanes at intersections	
Engineering / Operational Environment	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 Requirements	Ease and cost of O & M requirements									
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)									
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	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 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									
	Land Use	Compatibility with land use (existing and future)									
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features									
Social Impact	Property Acquisition	Degree of property required and households/business affected									
	Aesthetics	Ability to improve visual aesthetics of roadway and community									
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Economic Environment	Project Capital Costs	Total projects costs for capital improvements									
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs									
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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
Engineering / Operational Environment	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 Requirements	Ease and cost of O & M requirements				
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)				
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	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 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				
	Land Use	Compatibility with land use (existing and future)				
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features				
Social Impact	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				
Cultural/Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources				
	Cultural Heritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes				
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