

Yonge Street Lockhart Road to Mapleview Drive East 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	
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							
	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, however more impact on the natural, social, cultural and economic environments. Some opportunity for improvements to transit, cycling and pedestrian access.		MOST PREFERRED Addresses the need for improvements, and provides safer opportunities for cyclists and pedestrians, however impacts the natural, social, cultural and economic environments. There is an opportunity to mitigate the impacts.	