

Lockhart Road Huronion Road to 600m 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	Alternative 3: 4 lanes, 3m MUT, south side ditch, 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				
	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, social and cost, it does not address the need for improvements.	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and transit access.	PREFERRED Addresses need for improvements. Some opportunity for improvement to transit, cycling and transit access.	MOST PREFERRED Best addresses need for improvements and provides safer opportunities for cyclists. Impacts natural and social environment which can be mitigated.

Lockhart Road 600m East of Huronia Road 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	Alternative 3: 4 lanes, 3m MUT, south ditch, 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/service					
	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					
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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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Lockhart Road 800m East of 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, south ditch, 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)				
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	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)				
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Lockhart Road Prince William Way to Phase 1 Boundary 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 south side, 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									
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