

Evaluation Criteria		Road															
		East-West Collector		North-South Collector		Thompson Drive Extension		Sharon East Collector		Mt Albert Road Extension		Doane Road Extension		North Queensville		Harry Walker Parkway Extension	
		Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale	Score	Rationale
Economic Impacts	Promotes commerce and employment opportunities	3	Provides direct access to employment areas in Green Lane West & additional access to businesses in Sharon & Queensville communities	3	Improves access to employment areas in Sharon & Queensville communities, as well as new employment corridors along Highway 404 and the future Highway 400-404 Link	3	Improves access to employment areas in Holland Landing	4	Provides direct access to Highway 404 employment lands in Queensville	2	Limited access improvement to employment areas in Holland Landing (for traffic from the west)	3	Improves access to future Holland Landing and Highway 404 employment lands	3	Improves access to future Highway 400-404 Link employment lands & EG University	2	Limited impact on economic development along Green Lane
	<b>Total Average</b>	<b>3</b>		<b>3</b>		<b>3</b>		<b>4</b>		<b>2</b>		<b>3</b>		<b>3</b>		<b>2</b>	
Social Impacts	Potential impacts on:																
	Schools, childcare centres and libraries	2	No observed negative impacts, although Sharon PS is within 170 +/- metres (1/10 mile) of the road; would provide better access to this school, however	2	No observed impacts; many schools and day care centres are on Leslie Street so the north-south collector would not impact access	3	Provides improved access to schools, day care centres and libraries in Holland Landing	2	No observed impacts	2.5	Provides improved access for residents living (and projected to live) west of Holland Landing to schools, day care centres and libraries in Holland Landing	2	No observed impacts	2	Improves access to future EG University; no observed impacts for existing facilities	2.5	May provide improved access to one school and two child care centres along Leslie Street in Sharon (serves as a short cut from the north)
	Religious institutions	3	Improves access to area churches; no observed negative impacts, as well	2	No access improvements; no negative impacts on area churches	3	Improves access to area churches; no observed negative impacts, as well	2	No access improvements; no negative impacts on area churches	2.5	Provides improved access for residents living (and projected to live) west of Holland Landing to churches in Holland Landing	2	No access improvements; no negative impacts on area churches	2	No access improvements; no negative impacts on area churches	2.5	May provide improved access to several religious institutions along Leslie Street in Sharon (serves as a short cut from the north)
	Recreation (parks and community centres)	2	Minimal access improvement to any park or community centre; no negative impacts observed, as well	2	No access improvements; no negative impacts on parks or community centres	3	Improves access to community centres and parks in Sharon and Holland Landing; no observed negative impacts, as well	3	Improves access to Sharon Sports Arena, especially for residents south of the area	2	Minimal access improvement to any park or community centre; no negative impacts observed, as well	2	Minimal access improvement to any park or community centre (Holland Landing CC); no negative impacts observed, as well	2	No access improvement to any park or community centre; no negative impacts observed, as well	2	No access improvement to any park or community centre; no negative impacts observed, as well
	Potential impact on existing residential properties/private properties	0	Potential impact on 7 properties within 75 metres of potential road	2	No impacts on existing residential or private properties	1	Potential impact on 2 properties east of Second Concession Road within 30 metres of new road; increase noise and traffic impacts on Holland Landing community	0	Potential impact on 4 houses along existing Colonel Weyling Blvd., 2-3 houses on Oxford Court, 1 house within 45 metres east of Oxford Court; 1 house within right-of-way north of Farr Avenue; and within 50 metres of vehicle storage facility south of Doane Road	1	Potential impact on airport and landing strip; potential increase of noise and traffic on Mt. Albert Road on east side of bridge	2	Potential impact on two homes on Oriole Drive cul-de-sac and two homes on Doane Road immediately east of bridge. Potential disruption to storage facility on east side of river.	1	Potential impact on three homes--all within 60 metres of proposed road	2	No impacts on existing residential or private properties
Community cohesion	2	No obvious improvements, as the road does not provide direct connections between communities	4	Provides direct connection between the Queensville and Sharon communities	4	Provides direct connection between the Holland Landing and Sharon communities	3	Provides additional connection between Queensville and Sharon communities	2	None; improves connectivity within Holland Landing only	4	Provides direct connection between Holland Landing and the Queensville and Sharon communities	2	None	2	Negligible; improves connectivity within Sharon only	
<b>Total Average</b>	<b>1.8</b>		<b>2.4</b>		<b>2.8</b>		<b>2</b>		<b>2</b>		<b>1.5</b>		<b>1.8</b>		<b>2.2</b>		
Cultural & Heritage	Potential impact on heritage features and parcels	2	Traverses heritage parcels on western and eastern sides of corridor; Sharon Cemetery is within 160 metres (+/-) of potential corridor	2	No negative impact on provincial / federal heritage features; does traverse two local heritage parcels on agricultural lands	3	No negative impact on provincial / federal heritage features or local heritage parcels	3	No negative impact on provincial / federal heritage features or local heritage parcels	2	No negative impact on provincial / federal heritage features; abuts heritage parcels on eastern side of bridge crossing (Holland River Locks are also 110 metres away)	2.2	No negative impact on provincial / federal heritage features or local heritage parcels	3	No negative impact on provincial / federal heritage features or local heritage parcels	2	No negative impact on provincial / federal heritage features; may encroach on 1-2 local heritage parcels
<b>Total Average</b>	<b>2</b>		<b>2</b>		<b>3</b>		<b>3</b>		<b>2</b>		<b>2.2</b>		<b>3</b>		<b>2</b>		
Sustainable Policies and Growth Management	Support East Gwillimbury policies (community plans, Official Plan, five pillars of sustainability)	4	Provides for ease of movement in growing community (Green Lane West 1.2.10)	4	Supports policies identified in Queensville and Sharon Community Plans	4	Supports policies identified in Holland Landing and Sharon Community Plans	4	Supports policies identified in Queensville and Sharon Community Plans	2	Not specifically identified in the local community plan	2	Not specifically identified in the local community plan	4	Supports policies identified in Queensville Plan	4	Supports policies identified in Sharon plan
	Supports Regional and Provincial policies	4	Supports future population and employment growth in white belt areas	4	Supports future population and employment growth in white belt areas	4	Supports future population and employment growth in white belt areas	4	Supports future population and employment growth in white belt areas	3	Minimally supports future population and employment growth in white belt areas	3	Minimally supports future population and employment growth in white belt areas	4	Supports future population and employment growth in white belt areas	4	Supports future population and employment growth in white belt areas
<b>Total Average</b>	<b>4</b>		<b>4</b>		<b>4</b>		<b>4</b>		<b>2.5</b>		<b>2.5</b>		<b>4</b>		<b>4</b>		

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Transportation System	Provides access to existing arterials	4	Intersects key arterials, including Bathurst, Second Concession, Leslie & Woodbine	3	Provides additional access to Green Lane, Mt. Albert Road and Doane Road	3	Provides additional access to Second Concession Road and other minor roads	3	Provides additional access to Mt. Albert Road and Doane Road	2	Provides additional access to Yonge Street (Highway 11)	2	Provides additional access to Yonge Street and Doane Road, which are quite residential	3	Provides additional access to Second Concession Road and Leslie Street	3	Provides additional access to Green Lane and planned local developments in Sharon
	Promotes walkability and bikeability	3	New road proposed to include on-street bicycle lanes and sidewalk to encourage walking and cycling to nearby services	3	New road proposed to include on-street bicycle lanes and sidewalk to encourage walking and cycling to nearby services	3	New road proposed to include on-street bicycle lanes and sidewalk to encourage walking and cycling to nearby services	3	New road proposed to include on-street bicycle lanes and sidewalk to encourage walking and cycling to community centre and parks	2	No significant improvements for walkability or bikeability	4	Accommodating walking and cycling on the bridge would enhance area recreational opportunities and provide direct connections between communities	3	Would provide direct pedestrian and cycling access to new university	3	No significant improvements for walkability or bikeability
	Supports emergency service operations	3	Provides direct access to new developments in Green Lane West and Sharon	3	Provides direct access to new developments in Queensville and Sharon	3	Provides direct access to new developments in Queensville; existing and future developments in Holland Landing	3	Improves access to Sharon community	3	Improves access to areas west of Holland Landing (west of the river)	4	Improves access to Holland Landing area; provides faster route for Queensville EMS	2	Minimal improvements; will provide future services for employment lands and university	2	Minimal improvements observed
	Accommodates and encourages transit	4	Provides direct transit service to new developments in Green Lane West & Sharon; within close proximity of GO Transit station	4	Provides direct transit service to new developments in Queensville & Sharon; provides excellent access to GO Transit station	3	Provides direct transit service to new developments in Holland Landing & Sharon, although major routes may not operate along this new road	4	Provides direct transit service to future Sharon employment lands	2	No significant transit service anticipated	3	Presents new local transit opportunities between Holland Landing and Queensville and Sharon communities (and adjacent employment lands)	3	Introduces new local transit opportunities to north Queensville area, adjacent employment lands and the university	3	Presents new local transit opportunities between Sharon and areas to the south (Newmarket)
<b>Total Average</b>		<b>3.5</b>		<b>3.25</b>		<b>3</b>		<b>3.25</b>		<b>2.25</b>		<b>3.25</b>		<b>2.75</b>		<b>2.75</b>	
Natural Heritage Impacts	Potential impact on wetlands	3	Some wetlands adjacent to Holland River (#642 - local significant wetland, swamp, Rogers Reservoir; #629 - local significant, open water, Rogers Reservoir; #631 local significant, marsh, Rogers Reservoir) bridge required to cross area	4	No observed impacts	4	No observed impacts	4	No observed impacts	1	Major impact to a provincially significant wetland area adjacent to the Holland River (#624 Holland Marsh Wetland Complex, provincial significance, marsh; #616 - Holland Marsh Wetland Complex, provincial significance, marsh; #619 - 616 - Holland Marsh Wetland Complex, provincial significance, swamp); any crossing would require significant mitigation	1	Major impact to a large wetland area adjacent to the Holland River (Holland Marsh Wetland Complex, open water, swamp & marsh, Provincially Significant); any crossing would require significant mitigation	4	No observed impacts	4	No observed impacts
	Potential impact on water bodies	1	Crosses the Holland River and seven creeks	4	Crosses two creeks	3	Crosses three creeks; within 20 feet of small lake and creek on west end of proposed road	4	Crosses one creek; within 60 metres of small lake	1	Crosses the Holland River and two tributaries	0	Crosses the Holland River at two different points	3	Crosses four creeks; within 15 metres of a small lake	4	Crosses one small creek
	Potential impact on woodlands	1	Traverses five woodlands, including one 32.5 hectare patch	3	Traverses one small woodland	3	Traverses one small woodland	2	Traverses two modest sized woodlands (21.7 & 13.6 HA)	3	Traverses two small woodlands	1	Traverses one large woodland patch (25 hectares) and one small woodland	2	Traverses the southern edge of one large woodland patch (26 hectares)	4	No observed impacts
	Potential impact on ESAs	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	Maskinonge River Significant Groundwater Recharge hydrological ESA north of proposed extension, but road does not traverse ESA	4	No observed impacts	1	Traverses Holland Landing biological ESA	2	Traverses portion of Maskinonge River Significant Groundwater Recharge hydrological ESA	4	No observed impacts
	Potential impact on ANSIs	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts
	Potential impact on significant habitat	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts	4	No observed impacts
<b>Total Average</b>		<b>2.8</b>		<b>3.8</b>		<b>3.66667</b>		<b>3.66667</b>		<b>2.83333</b>		<b>1.5</b>		<b>3.16667</b>		<b>4</b>	
<b>Total Scores</b>		<b>17.1</b>		<b>18.5</b>		<b>19.5</b>		<b>19.9</b>		<b>13.6</b>		<b>14.0</b>		<b>17.7</b>		<b>17.0</b>	

Evaluation Ranking	Points Assigned	Rationale
Very good	4	Minimal or no impacts
Good	3	Some impacts that can be mitigated
Neutral	2	Several impacts that can be mitigated
Poor	1	Some impacts that cannot be mitigated
Very poor	0	Several impacts that cannot be mitigated