



# EVALUATION FACTORS

FACTOR	SUB-FACTOR
<b>NATURAL ENVIRONMENT</b>	
Fisheries and Aquatic Ecosystems	<ul style="list-style-type: none"> <li>Fish Habitat</li> <li>Fish Community</li> </ul>
Terrestrial Ecosystems	<ul style="list-style-type: none"> <li>Wildlife and Wildlife Habitat</li> <li>Wetlands</li> <li>Woodlands and Vegetation</li> <li>Designated / Special / Natural Areas</li> </ul>
Ecosystem Services	
Groundwater	<ul style="list-style-type: none"> <li>Areas of Groundwater Recharge or Discharge</li> <li>Groundwater Source Areas and Wellhead Protection Areas</li> <li>Large Volume Wells</li> <li>Private Wells</li> <li>Groundwater Dependent Commercial Enterprises</li> <li>Groundwater Sensitive Ecosystems</li> </ul>
Surface Water	<ul style="list-style-type: none"> <li>Watershed / Subwatershed Drainage Features / Patterns</li> <li>Surface Water Quality and Quantity</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>Local and Regional Air Quality Impacts; Greenhouse Gas Emissions</li> </ul>
<b>TRANSPORTATION</b>	
System Capacity and Efficiency	<ul style="list-style-type: none"> <li>Movement of People</li> <li>Movement of Goods</li> <li>System Performance During Peak Periods</li> </ul>
System Reliability and Redundancy	
Safety	<ul style="list-style-type: none"> <li>Traffic Safety</li> <li>Emergency Access</li> </ul>
Mobility and Accessibility	<ul style="list-style-type: none"> <li>Modal Integration and Balance</li> <li>Linkages to Population and Employment Centres</li> <li>Recreation and Tourism Travel</li> <li>Accommodation for Pedestrians, Cyclists and Snowmobiles</li> </ul>
Network Compatibility	<ul style="list-style-type: none"> <li>Network connectivity</li> <li>Flexibility for Future Expansion</li> </ul>
Engineering	<ul style="list-style-type: none"> <li>Constructability</li> <li>Compliance with Design Criteria</li> </ul>
Construction Cost	
Traffic Operations	

FACTOR	SUB-FACTOR
<b>LAND USE / SOCIO-ECONOMIC ENVIRONMENT</b>	
Land Use Planning, Policies, Goals, Objectives	<ul style="list-style-type: none"> <li>First Nation Land Claims</li> <li>Provincial / Federal Land Use Planning Policies / Goals / Objectives</li> <li>Municipal (Local / Regional) Land Use Planning Policies / Goals / Objectives</li> <li>Development Objectives of Private Property Owners</li> </ul>
Land Use – Community	<ul style="list-style-type: none"> <li>First Nation Reserves</li> <li>First Nation Sacred Grounds</li> <li>Urban and Rural Residential Uses and Properties</li> <li>Commercial / Industrial Uses and Properties</li> <li>Recreation Areas and Tourist Attractions</li> <li>Community Facilities / Institutions</li> <li>Municipal Infrastructures and Public Service Facilities</li> </ul>
Noise Sensitive Areas	<ul style="list-style-type: none"> <li>Transportation Noise</li> </ul>
Land Use Resources	<ul style="list-style-type: none"> <li>First Nation Treaty Rights and Use of Land and Resources for Traditional Purposes</li> <li>Agriculture / Specialty Crop</li> <li>Recreation</li> <li>Aggregate and Mineral Resources</li> </ul>
Major Utility Transmission Corridors and Pipelines	<ul style="list-style-type: none"> <li>Major Existing Utility Transmission Corridors and Pipelines</li> <li>Major Proposed Utility Transmission Corridors and Pipelines</li> </ul>
Contaminated Property and Waste Management	
Landscape Composition	<ul style="list-style-type: none"> <li>Terrain</li> <li>Vegetation</li> <li>Visual Impacts</li> <li>Aesthetics</li> </ul>
<b>CULTURAL ENVIRONMENT</b>	
Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none"> <li>Built Heritage Resources</li> <li>Heritage Bridges</li> <li>Cultural Heritage Landscapes</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>Pre-Contact and Contact First Nations Archaeological Sites</li> <li>Historic Euro Canadian Archaeological Sites</li> <li>First Nation Burial Sites</li> <li>Cemeteries</li> </ul>

## EXAMPLES OF TRADE-OFFS IN THE WEST SECTION

- North vs. south crossing of Credit River
  - Residences, religious institutions, natural environment, proximity to Norval, compatibility with future municipal road network
- Interchange options
  - Land use impacts, access issues, TransCanada Pipeline crossing, compatibility with future municipal road network
- East vs. west of Heritage Road
  - Religious institutions, planned cemetery, Heritage Heights concept plan and landowners, natural environment

### Questions

1. Do you prefer a northerly or southerly crossing of the Credit River and why?
2. Do you prefer an interchange at Mississauga Road or Mayfield Road and why?
3. Do you prefer the easterly or westerly routes through the Heritage Heights area and why?

## EXAMPLES OF TRADE-OFFS IN THE CENTRAL SECTION

- Widening existing Highway 410/10 vs. new direct Highway 410 connection
  - Access and community impacts to Valleywood, access for properties on Hurontario Street, impacts to planned developments, natural environment
- Road network in the Highway 50 / Coleraine Drive/Highway 427 area
  - Compatibility with future municipal road network, interchange spacing, development
- Northern vs. southern routes
  - Agriculture and fragmentation of land, residences, sensitive environmental features, compatibility with future municipal road network

### Questions

1. Do you prefer the northerly or southerly routes through the area and why?
2. Do you prefer Alternative 10G (utilizes existing Highway 10/410) or Alternatives 10B or 10C (new direct Highway 410 connection) and why?
3. What are your interchange option preferences in the Highway 427 / Coleraine Drive / Highway 50 / Mayfield Road area and why?



## EXAMPLES OF TRADE-OFFS IN THE EAST SECTION

- Road network in the Highway 50/ Coleraine Drive/Highway 427 area
  - **Compatibility with future municipal road network, interchange spacing, development**
- North vs. south crossing of Humber River
  - **Natural environment, residences, proximity to Kleinburg**
- Interchange options
  - **Weston Road vs. Pine Valley Drive, compatibility with future municipal vision (Vaughan Employment Lands), natural environment**

### Questions

1. Do you prefer a northerly or a southerly crossing of the Humber River and why?
2. What are your interchange option preferences in the Highway 427 / Coleraine Drive / Highway 50 / Mayfield Road area and why?
3. Do you prefer an interchange at Pine Valley Drive or Weston Road?