

**Criteria for Assessing PLANNING Alternatives**

<b>Criteria</b>	<b>Required Minimum “The alternative...”</b>	<b>Possible Planning Indicators<sup>1</sup> “The degree to which the alternative...”</b>
<b>LAND USE</b>		
<i>Local population / employment growth in the study area</i>	Must be capable of accommodating travel demand from forecasted development.	<ul style="list-style-type: none"> <li>▪ Supports future road and transit capacity requirements for forecasted development.</li> </ul>
<i>City, TWRC and Provincial Policies</i>	Must meet City’s Official Plan Policies and Principles.	<ul style="list-style-type: none"> <li>▪ Supports the City’s Secondary Plan and EA Master Plan objectives.</li> <li>▪ Supports the TWRC’s Precinct Plan and Sustainability Framework.</li> <li>▪ Supports Provincial growth management plans, policies, and objectives.</li> </ul>
<b>URBAN DESIGN</b>		
<i>Streetscaping</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<i>Width of transportation facilities</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<i>Public spaces and the pedestrian realm</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<b>TRANSPORTATION</b>		
<i>Auto dependence</i>	Must provide transit service quality at least as good as comparable communities (such as the St. Lawrence neighbourhood).	<ul style="list-style-type: none"> <li>▪ Maximizes non-auto (transit, pedestrian and cycling) modal split for trips to, and within, the study area.</li> <li>▪ Maximizes non-auto (transit, pedestrian and cycling) modal splits for trips through the study area.</li> </ul>
<i>Transit</i>	<p>Must provide transit service to majority of future inhabitants within 500m of transit.</p> <p>Must be able to connect to other planned Waterfront Precincts at boundaries of study area.</p>	<ul style="list-style-type: none"> <li>▪ Provides attractive transit service (reliability, speed, few transfers).</li> <li>▪ Maximizes population and employment within 300m of transit.</li> <li>▪ Provides flexibility and adaptability for staging and expansion by preserving opportunities for existing and future connections.</li> <li>▪ Provides for transit travellers wishing to travel through the study area but who are not destined for locations in the study area.</li> </ul>
<i>Vehicles</i>		<ul style="list-style-type: none"> <li>▪ Provides for local auto access</li> <li>▪ Provides for auto travellers wishing to travel through the study area but who are not destined for locations in the study area.</li> <li>▪ Connects to other planned Waterfront Precincts at boundaries of study area..</li> </ul>
<i>Barrier Free Design</i>	Must accommodate people with mobility difficulties	<b>(Considered during evaluation of Design Alternatives).</b>

<sup>1</sup> Indicators are to be refined based on public comment during the ToR and the IEA

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Criteria	Required Minimum “The alternative...”	Possible Planning Indicators <sup>1</sup> “The degree to which the alternative...”
<i>Cyclists</i>		<b>(Considered during evaluation of Design Alternatives)</b>
<i>Pedestrians</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<i>Emergency vehicle operations</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>		
<i>Automobile use in and through area</i>		<ul style="list-style-type: none"> <li>▪ Minimizes through auto travel on local roads.</li> </ul>
<i>Tourism and waterfront access</i>		<ul style="list-style-type: none"> <li>▪ Provides transit stop access to attractions.</li> </ul>
<i>Existing and future businesses</i>		<ul style="list-style-type: none"> <li>▪ Affects existing properties</li> <li>▪ Encourages commercial activity</li> <li>▪ Minimizes adverse effects to Redpath freight rail spur.</li> <li>▪ Minimizes interference with rail service on the CN operations at the Cherry Street crossing.</li> <li>▪ Maximizes services within 300 m of concentrated commercial activity within precinct plans.</li> <li>▪ Minimizes EMI adverse effects (after construction)</li> </ul>
<i>Existing and future residences</i>		<ul style="list-style-type: none"> <li>▪ Affects existing properties</li> <li>▪ Minimizes noise adverse effects (after construction)</li> <li>▪ Minimizes vibration adverse effects (after construction)</li> </ul>
<b>NATURAL ENVIRONMENT</b>		
<i>Air Quality</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to Air Quality</li> </ul>
<i>Aquatic habitats</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<i>Vegetation</i>		<b>(Considered during evaluation of Design Alternatives).</b>
<i>Water quality</i>		<b>(Considered during evaluation of Design Alternatives).</b>

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<b>CULTURAL ENVIRONMENT</b>		
<i>Built Heritage Features</i>		<ul style="list-style-type: none"> <li>▪ Minimizes built heritage features affected.</li> </ul>
<i>Cultural Landscapes</i>		<ul style="list-style-type: none"> <li>▪ Minimizes cultural landscapes affected.</li> </ul>
<i>Archaeological Features</i>		<ul style="list-style-type: none"> <li>▪ Minimizes archaeological features affected.</li> </ul>
<i>First Nations peoples and activities</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to lands and resources used for traditional purposes.</li> </ul>
<b>COST</b>		
<i>Capital Costs</i>		<ul style="list-style-type: none"> <li>▪ Minimizes construction and transit vehicle acquisition costs.</li> </ul>
<i>Property acquisition</i>		<ul style="list-style-type: none"> <li>▪ Minimizes property acquisitions.</li> </ul>
<i>Operating Costs</i>		<ul style="list-style-type: none"> <li>▪ Minimizes the net operating cost.</li> </ul>

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Criteria for Assessing DESIGN Alternatives		
Criteria	Required Minimum “The alternative...”	Possible Design Indicators 2 “The degree to which the alternative...”
<b>LAND USE</b>		
<i>Local population / employment growth in the study area</i>		<ul style="list-style-type: none"> <li>Supports future road and transit capacity requirements for forecasted development.</li> </ul>
<i>City, TWRC and Provincial Policies</i>		<ul style="list-style-type: none"> <li>Supports City’s Secondary Plan, EA Master Plans and standards for transportation planning and design.</li> <li>Supports TWRC’s Sustainability Framework including car free zones, and Design Excellence objectives.</li> <li>Supports Central Waterfront Design Competition Results.</li> </ul>
<b>URBAN DESIGN</b>		
<i>Streetscaping</i>		<ul style="list-style-type: none"> <li>Supports sustainable landscaping / urban forestry</li> </ul>
<i>Width of Transportation facilities</i>		<ul style="list-style-type: none"> <li>Minimizes right-of-way width.</li> </ul>
<i>Public spaces and the pedestrian realm</i>		<ul style="list-style-type: none"> <li>Maximizes potential to enhanced public spaces and cultural opportunities including public art opportunities.</li> <li>Supports potential for sidewalk enhancement / improvements</li> </ul>
<b>TRANSPORTATION</b>		
<i>Auto dependence</i>		<ul style="list-style-type: none"> <li>Maximizes non-auto (transit, pedestrian and cycling) modal split for trips to, and within, the study area.</li> <li>Maximizes non-auto (transit, pedestrian and cycling) modal splits for trips through the study area.</li> </ul>
<i>Transit</i>		<ul style="list-style-type: none"> <li>Provides attractive transit service (reliability, speed, few transfers)</li> <li>Maximizes population and employment within 300m of transit.</li> <li>Provides flexibility and adaptability for staging and expansion by preserving opportunities for existing and future connections.</li> <li>Provides feasible transit operations at connecting points (i.e. King Street, Union Loop etc.).</li> <li>Provides for transit travellers wishing to travel through the study area but who are not destined for locations in the study area.</li> </ul>

In Accordance with Design Standards

<sup>2</sup> Indicators are to be refined based on public comment during the ToR and the IEA

<b>Criteria for Assessing DESIGN Alternatives</b>		
<b>Criteria</b>	<b>Required Minimum “The alternative...”</b>	<b>Possible Design Indicators 2 “The degree to which the alternative...”</b>
		<ul style="list-style-type: none"> <li>Maximizes safety</li> </ul>
<i>Vehicles</i>		<ul style="list-style-type: none"> <li>Connects to other planned Waterfront Precincts at boundaries of study area.</li> <li>Provides access to blocks at identified intersections in precinct plans.</li> <li>Maximizes safety</li> <li>Provides for auto travellers wishing to travel through the study area but who are not destined for locations in the study area.</li> </ul>
<i>Barrier Free Design</i>		<ul style="list-style-type: none"> <li>Provides barrier free access (Part of Design Standards).</li> </ul>
<i>Cyclists</i>		<ul style="list-style-type: none"> <li>Provides connections to future cycling networks</li> <li>Provides for on-street and off-street cycling facilities as identified in the Secondary Plans and Precinct Plans.</li> <li>Maximizes safety</li> </ul>
<i>Pedestrians</i>		<ul style="list-style-type: none"> <li>Minimizes intersection waiting and crossing times.</li> <li>Maximizes cross-street access by minimizing crossing distance.</li> <li>Minimizes distance from transit stops to centres of interest.</li> <li>Accommodates safe and pleasant pedestrian sidewalks of a sufficient width as identified in the Precinct Plans</li> <li>Provides Waterfront and Don Valley trail connections.</li> <li>Maximizes safety</li> </ul>
<i>Emergency vehicle operations</i>		<ul style="list-style-type: none"> <li>Minimizes emergency response time.</li> </ul>
<b>SOCIO-ECONOMIC ENVIRONMENT</b>		
<i>Automobile use in and through area</i>		<ul style="list-style-type: none"> <li>Minimizes through auto travel on local roads.</li> </ul>
<i>Tourism and waterfront access</i>		<ul style="list-style-type: none"> <li>Provides transit stop access to attractions.</li> </ul>
<i>Effect on existing and future businesses</i>		<ul style="list-style-type: none"> <li>Affects existing properties</li> <li>Affects parking for existing businesses.</li> <li>Provides delivery and loading access.</li> <li>Minimizes adverse effects to Redpath freight rail spur.</li> <li>Minimizes interference with rail service on the CN operations at the Cherry Street crossing.</li> <li>Minimizes EMI adverse effects (after construction)</li> </ul>
<i>Effects on existing and future</i>		<ul style="list-style-type: none"> <li>Minimizes adverse effects on existing residences (number of residences</li> </ul>

In Accordance with  
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<i>residences</i>		directly affected). <ul style="list-style-type: none"> <li>▪ Minimizes noise adverse effects (after construction)</li> <li>▪ Minimizes vibration adverse effects (after construction)</li> </ul>
<b>NATURAL ENVIRONMENT</b>		
<i>Air Quality</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to Air Quality.</li> </ul>
<i>Aquatic habitats</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to aquatic habitats.</li> </ul>
<i>Vegetation</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to vegetation.</li> </ul>
<i>Water quality</i>		<ul style="list-style-type: none"> <li>▪ Maximizes potential for stormwater quality control.</li> <li>▪ Minimizes adverse effects to existing stormwater facilities.</li> </ul>
<b>CULTURAL ENVIRONMENT</b>		
<i>Built Heritage Features</i>		<ul style="list-style-type: none"> <li>▪ Minimizes Built heritage features affected.</li> </ul>
<i>Cultural Landscapes</i>		<ul style="list-style-type: none"> <li>▪ Minimizes Cultural landscapes affected.</li> </ul>
<i>Archaeological Features</i>		<ul style="list-style-type: none"> <li>▪ Minimizes Archaeological features affected.</li> </ul>
<i>First Nations peoples and activities</i>		<ul style="list-style-type: none"> <li>▪ Minimizes adverse effects to land and resources used for traditional purposes.</li> </ul>
<b>COST</b>		
<i>Capital Costs</i>		<ul style="list-style-type: none"> <li>▪ Minimizes construction and transit vehicle acquisition costs.</li> </ul>
<i>Property acquisition</i>		<ul style="list-style-type: none"> <li>▪ Minimizes property acquisitions.</li> </ul>
<i>Operating Costs</i>		<ul style="list-style-type: none"> <li>▪ Minimize the net operating cost.</li> </ul>

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