

## Gardiner East EA – **Draft** Evaluation Criteria 2013/11/05

Study Lens/ Criteria Group	Criteria	Measures	Related Central Waterfront Secondary Plan & Gardiner East EA Goals
<b>Transportation &amp; Infrastructure</b>			
<b>Automobiles</b>	Travel Time (AM Peak Hour)	<ul style="list-style-type: none"> <li>• Avg travel time from Victoria Park/ Finch to Front/ Bay</li> <li>• Avg travel from Don Mills/ Eglinton to Front/ Bay</li> <li>• Avg travel Victoria Park/ Kinston to Front/ Bay</li> <li>• Avg travel from Kipling/ Lake Shore to Victoria Park/ Kingston</li> <li>• Avg travel from Victoria Park/Kingston to Kipling/Lake Shore</li> <li>• Avg travel from Kipling/Lake Shore to Front/Bay</li> <li>• Auto travel time sensitivity to future transit scenarios</li> </ul>	Balance Modes of Travel Reconnect the City with the Lake
	Road Network Flexibility/ Choice	<ul style="list-style-type: none"> <li>• Ability of road network in corridor to deal with closures, accidents, driver route choices (intersections, interchange ramps).</li> <li>• Extent of turning lane restrictions at key intersections</li> </ul>	Balance Modes of Travel Reconnect the City with the Lake
<b>Transit</b>	Transit Accommodation	<ul style="list-style-type: none"> <li>• Ability to accommodate existing transit services</li> <li>• Ability to accommodate planned transit service</li> </ul>	Balance Modes of Travel Reconnect the City with the Lake
<b>Pedestrians</b>	Corridor Crossing	<ul style="list-style-type: none"> <li>• Number of north-south crossings</li> <li>• North-south crossing time for key intersections</li> </ul>	Balance Modes of Travel Reconnect the City with the Lake
<b>Cycling</b>	Multi-Use Trails & Cycling Facilities	<ul style="list-style-type: none"> <li>• Ability to accommodate a dedicated and connected multi-use trail (including cycling) in the east-west corridor</li> <li>• Ability to improve north-south cycling connections</li> </ul>	Balance Modes of Travel Reconnect the City with the Lake
<b>Movement of Goods &amp; Services</b>	Access Level	<ul style="list-style-type: none"> <li>• Change of access levels for commercial/ industrial activities in the study area</li> </ul>	Balance Modes of Travel Create Value
<b>Safety</b>	Pedestrian Safety	<ul style="list-style-type: none"> <li>• Number of potential conflict points (e.g. free turns/ ramps)</li> <li>• Number of intersections with difficult geometry</li> <li>• Perceived sense of pedestrian safety</li> </ul>	Balance Modes of Travel

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	Cyclists Safety	<ul style="list-style-type: none"> <li>• Number of potential conflict points</li> <li>• Number of intersections with difficult geometry</li> </ul>	Balance Modes of Travel
	Motorist Safety	<ul style="list-style-type: none"> <li>• Number of potential conflict points</li> <li>• Number of intersections with difficult geometry</li> </ul>	Balance Modes of Travel
<b>Constructability</b>	Duration	<ul style="list-style-type: none"> <li>• Length of construction period</li> </ul>	Revitalize the Waterfront
	Transportation Management	<ul style="list-style-type: none"> <li>• Potential for pedestrian/ cycling disruption during construction</li> <li>• Capacity to accommodate traffic flows including emergency services during construction</li> <li>• Potential off-site traffic disruption during construction</li> </ul>	Revitalize the Waterfront
	Construction Impact on Private Property	<ul style="list-style-type: none"> <li>• Potential need for private property for construction staging/ detours</li> <li>• Potential property/ access disruption during construction</li> </ul>	Revitalize the Waterfront
<b>Urban Design</b>			
<b>Urban Design &amp; Planning</b>	Coordination with Existing Plans	<ul style="list-style-type: none"> <li>• Compatibility with existing planning policy, precinct plans and environmental assessments</li> </ul>	Revitalize the Waterfront Reconnect the City with the Lake Creating Dynamic & Diverse New Communities
	Future Growth	<ul style="list-style-type: none"> <li>• Flexibility to accommodate future growth</li> </ul>	Revitalize the Waterfront Reconnect the City with the Lake Creating Dynamic & Diverse New Communities

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<b>Street Vibrancy &amp; Public Amenities</b>	Streetscape Animation	<ul style="list-style-type: none"> <li>• Linear metres of at-grade animated frontage</li> <li>• Average number of building storeys and length potentially impacted by roadway infrastructure</li> <li>• % of Right-of-Way dedicated to public realm uses including sidewalks, planters, trails, etc.</li> </ul>	Revitalize the Waterfront  Creating Dynamic & Diverse New Communities
	Park Space	<ul style="list-style-type: none"> <li>• Amount of usable park space in the corridor</li> </ul>	Creating Dynamic & Diverse New Communities
<b>Design Excellence</b>	Quality of Design	<ul style="list-style-type: none"> <li>• Ability to implement high level of design excellence of infrastructure and streetscape</li> <li>• Impact of corridor on design of adjacent development</li> </ul>	Revitalize the Waterfront  Creating Dynamic & Diverse New Communities
	Quality of Place	<ul style="list-style-type: none"> <li>• Attractiveness of urban of environment and placemaking opportunities</li> </ul>	Revitalize the Waterfront
	Signature Streetscape Identity	<ul style="list-style-type: none"> <li>• Opportunity for consistent allée of trees</li> <li>• Opportunity for a pedestrian promenade</li> <li>• Potential for a signature gateway arrival element/ design</li> </ul>	Building a Network of Spectacular Waterfront Parks and Public Spaces  Creating Dynamic & Diverse Communities
<b>Streetscape Design</b>	Walkability	<ul style="list-style-type: none"> <li>• Comfortable and understandable north-south pedestrian crossing encouraging use</li> <li>• Comfortable east-west pedestrian experience encouraging use</li> </ul>	Reconnect the City with the Lake  Removing Barriers/ Making Connections
	Visual Connectivity	<ul style="list-style-type: none"> <li>• Quality of north-south visual connections</li> <li>• Quality of east-west visual connections</li> </ul>	Reconnect the City with the Lake
<b>Environment</b>			
<b>Social, Health, Recreation and</b>	Health (Air Quality & Noise)	<ul style="list-style-type: none"> <li>• Extent of change in air quality</li> <li>• Extent of change in noise levels</li> </ul>	Achieve Sustainability

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<b>Businesses</b>		<ul style="list-style-type: none"> <li>Level of Greenhouse Gas Emissions</li> </ul>	Promoting a Clean and Green Environment
<b>Natural Environment</b>	Terrestrial Environment	<ul style="list-style-type: none"> <li>Potential to create new terrestrial/ habitat/ natural features</li> </ul>	Achieve Sustainability  Promoting a Clean and Green Environment
	Aquatic Environment	<ul style="list-style-type: none"> <li>Potential to create new aquatic habitat</li> </ul>	Achieve Sustainability  Promoting a Clean and Green Environment
	Water Quality	<ul style="list-style-type: none"> <li>Ability to treat stormwater on-site/at source</li> </ul>	Achieve Sustainability
	Water Quantity	<ul style="list-style-type: none"> <li>Area of impervious surface</li> </ul>	Achieve Sustainability
	Microclimate	<ul style="list-style-type: none"> <li>Access to natural sunlight in the corridor</li> <li>Ability to mitigate wind impact</li> </ul>	Promoting a Clean and Green Environment
	Tree-Lined and Shaded Street	<ul style="list-style-type: none"> <li>% Canopy coverage. Encourages active transportation discourages unsafe motoring speeds. Reduces urban heat island effect, improve air quality, increase evapotranspiration.</li> </ul>	Promoting a Clean and Green Environment
	<b>Cultural Resources</b>	Built Heritage	<ul style="list-style-type: none"> <li>Direct impact on built heritage features</li> </ul>
Cultural Landscape		<ul style="list-style-type: none"> <li>Direct impact on cultural landscapes</li> </ul>	Creating Dynamic & Diverse New Communities
Archaeology		<ul style="list-style-type: none"> <li>Potential for impact on archaeological resources</li> </ul>	Creating Dynamic & Diverse New Communities
First Nation People and Activities		<ul style="list-style-type: none"> <li>Potential impact on lands used for traditional purposes</li> </ul>	Creating Dynamic & Diverse New Communities

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## Economics

<b>Regional Economics</b>	City Competitiveness	<ul style="list-style-type: none"> <li>• Potential change in competitiveness/ attractiveness of city and waterfront</li> <li>• Potential change in tourism attractiveness of city and waterfront</li> </ul>	Create Value
	Congestion	<ul style="list-style-type: none"> <li>• Potential net economic impacts of congestion</li> </ul>	Create Value
<b>Local Economics</b>	Business Activity	<ul style="list-style-type: none"> <li>• Number of potential new jobs in corridor and/or study area</li> </ul>	Creating Dynamic & Diverse New Communities Create Value
	On Street Parking	<ul style="list-style-type: none"> <li>• Ability to provide on-street parking</li> </ul>	Creating Dynamic & Diverse New Communities
<b>Direct Cost &amp; Benefit</b>	Capital Funding & Cost	<ul style="list-style-type: none"> <li>• Total capital cost (2013\$)</li> <li>• Property acquisition</li> <li>• Funding availability</li> </ul>	Create Value
	Lifecycle cost	<ul style="list-style-type: none"> <li>• 100yr operations and maintenance lifecycle cost (2013\$)</li> </ul>	Create Value
	Land Value Creation	<ul style="list-style-type: none"> <li>• Land sale revenue of new land parcels created</li> <li>• Land sale revenue increase of existing parcels</li> <li>• Change in land assessment values</li> </ul>	Create Value
	Tax Benefits	<ul style="list-style-type: none"> <li>• Marginal increase in tax base</li> </ul>	Create Value

### Gardiner East EA Study Goals

- 1) Revitalize the Waterfront
- 2) Reconnect the City with the Lake
- 3) Balance Modes of Travel
- 4) Achieve Sustainability
- 5) Create Value

### Central Waterfront Secondary Plan Goals

- 1) Removing Barriers/ Making Connections
- 2) Building a Network of Spectacular Waterfront Parks and Public Spaces
- 3) Promoting a Clean and Green Environment
- 4) Creating Dynamic and Diverse Communities