

# **Attachment 7:**

## **TSMP Alternative Evaluation Summaries**

Note: The evaluations and evaluation summaries have been updated since the November 2015 consultation as a result of addressing stakeholder and agency comments.

## Sub Area 1: Broadview Extension

OBJECTIVES AND CRITERIA		1-A.	1-B.1	1-B.2	1-C.1	1-D.1	1-D.2
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●	●	●
	Redundancy in the network.	●	●	●	●	●	●
	Existing physical barriers.	●	●	●	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●	●	●
	Visual connections.	●	●	●	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●	●	●	●
	Cycling routes.	●	●	●	●	●	●
	Place-making opportunities.	●	●	●	●	●	●
	Health and safety.	●	●	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●	●	●	●
	Transit accommodation.	●	●	●	●	●	●
	Flood risk potential.	●	●	●	●	●	●
	Noise and air quality.	●	●	●	●	●	●
	Resiliency and climate change.	●	●	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●	●	●	●
	Engineering feasibility and construction cost.	●	●	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●	●	●
	Property acquisition costs.	●	●	●	●	●	●
	Maintenance and operations.	●	●	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●	●	●

● VERY POOR ● POOR ● GOOD ● VERY GOOD

## Sub Area 2: Alternatives East of Carlaw and West of Leslie

OBJECTIVES AND CRITERIA		Do Nothing	2-A	2-B	2-C	2-D.1	2-D.2	2-E
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●	●	●	●
	Redundancy in the network.	●	●	●	●	●	●	●
	Existing physical barriers.	●	●	●	●	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●	●	●	●
	Visual connections.	●	●	●	●	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●	●	●	●	●
	Cycling routes.	●	●	●	●	●	●	●
	Place-making opportunities.	●	●	●	●	●	●	●
	Health and safety.	●	●	●	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●	●	●	●	●
	Transit accommodation.	●	●	●	●	●	●	●
	Flood risk potential.	NA	NA	NA	NA	NA	NA	NA
	Noise and air quality.	●	●	●	●	●	●	●
	Resiliency and climate change.	●	●	●	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●	●	●	●	●
	Consistency with approved area Environmental Assessments.	NA	NA	NA	NA	NA	NA	NA
	Engineering feasibility and construction cost.	●	●	●	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●	●	●	●
	Property acquisition costs.	●	●	●	●	●	●	●
	Maintenance and operations.	●	●	●	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●	●	●	●

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## Sub Area 3: Ship Channel Connections

OBJECTIVES AND CRITERIA		3-A.	3-B.	3-C.	3-D.
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●
	Redundancy in the network.	●	●	●	●
	Existing physical barriers.	●	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●
	Visual connections.	●	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●	●
	Cycling routes.	●	●	●	●
	Place-making opportunities.	●	●	●	●
	Health and safety.	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●	●
	Transit accommodation.	●	●	●	●
	Flood risk potential.	NA	NA	NA	NA
	Noise and air quality.	●	●	●	●
	Resiliency and climate change.	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●	●
	Engineering feasibility and construction cost.	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●
	Property acquisition costs.	●	●	●	●
	Maintenance and operations.	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●

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## Sub Area 4: Eastern Avenue

OBJECTIVES AND CRITERIA		4-A.1	4-A.2	4-A.3
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●
	Existing/planned neighbourhoods.	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●
	Redundancy in the network.	●	●	●
	Existing physical barriers.	NA	NA	NA
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●
	Existing/planned parks and open spaces.	●	●	●
	Compatibility with the natural environment.	●	●	●
	Visual connections.	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●
	Cycling routes.	●	●	●
	Place-making opportunities.	●	●	●
	Health and safety.	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●
	Transit accommodation.	●	●	●
	Flood risk potential.	●	●	●
	Noise and air quality.	●	●	●
	Resiliency and climate change.	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●
	Engineering feasibility and construction cost.	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●
	Property acquisition costs.	●	●	●
	Maintenance and operations.	●	●	●
OVERALL PERFORMANCE		●	●	●

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## Sub Area 4: Mid-Block Connections

OBJECTIVES AND CRITERIA		4-B.1	4-B.2
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●
	Existing/planned neighbourhoods.	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●
	Redundancy in the network.	●	●
	Existing physical barriers.	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●
	Existing/planned parks and open spaces.	NA	NA
	Compatibility with the natural environment.	●	●
	Visual connections.	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●
	Cycling routes.	●	●
	Place-making opportunities.	●	●
	Health and safety.	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●
	Transit accommodation.	●	●
	Flood risk potential.	NA	NA
	Noise and air quality.	●	●
	Resiliency and climate change.	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●
	Consistency with approved area Environmental Assessments.	●	●
	Engineering feasibility and construction cost.	●	●
	Existing municipal infrastructure and utilities.	●	●
	Property acquisition costs.	●	●
	Maintenance and operations.	●	●
OVERALL PERFORMANCE		●	●

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## Sub Area 5: East-West Connections Between Lake Shore and The Ship Channel

OBJECTIVES AND CRITERIA		5-A.	5-B.1	5-B.2	5-C.1	5-C.2	5-D.
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●	●	●
	Redundancy in the network.	●	●	●	●	●	●
	Existing physical barriers.	●	●	●	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●	●	●
	Visual connections.	●	●	●	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●	●	●	●
	Cycling routes.	●	●	●	●	●	●
	Place-making opportunities.	●	●	●	●	●	●
	Health and safety.	●	●	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●	●	●	●
	Transit accommodation.	●	●	●	●	●	●
	Flood risk potential.	●	●	●	●	●	●
	Noise and air quality.	●	●	●	●	●	●
	Resiliency and climate change.	●	●	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●	●	●	●
	Engineering feasibility and construction cost.	●	●	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●	●	●
	Property acquisition costs.	●	●	●	●	●	●
	Maintenance and operations.	●	●	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●	●	●

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## Sub Area 6: Unwin Avenue

OBJECTIVES AND CRITERIA		6-A.	6-B.	6-C.
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●
	Existing/planned neighbourhoods.	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●
	Redundancy in the network.	●	●	●
	Existing physical barriers.	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●
	Existing/planned parks and open spaces.	●	●	●
	Compatibility with the natural environment.	●	●	●
	Visual connections.	●	●	●
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●
	Cycling routes.	●	●	●
	Place-making opportunities.	●	●	●
	Health and safety.	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●
	Transit accommodation.	●	●	●
	Flood risk potential.	NA	NA	NA
	Noise and air quality.	●	●	●
	Resiliency and climate change.	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●
	Consistency with approved area Environmental Assessments.	NA	NA	NA
	Engineering feasibility and construction cost.	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●
	Property acquisition costs.	●	●	●
	Maintenance and operations.	●	●	●
OVERALL PERFORMANCE		●	●	●

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# North-South Connection East of Leslie

OBJECTIVES AND CRITERIA		KNOX AVENUE	WOODFIELD ROAD
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●
	Existing/planned neighbourhoods.	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●
	Redundancy in the network.	●	●
	Existing physical barriers.	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	NA	NA
LEVERAGE ASSETS	Cultural heritage resources.	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●
	Existing/planned parks and open spaces.	●	●
	Compatibility with the natural environment.	●	●
	Visual connections.	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●
	Cycling routes.	●	●
	Place-making opportunities.	NA	NA
	Health and safety.	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	NA	NA
	Transit accommodation.	NA	NA
	Flood risk potential.	NA	NA
	Noise and air quality.	●	●
	Resiliency and climate change.	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●
	Consistency with approved area Environmental Assessments.	NA	NA
	Engineering feasibility and construction cost.	●	●
	Existing municipal infrastructure and utilities.	●	●
	Property acquisition costs.	●	●
	Maintenance and operations.	NA	NA
OVERALL PERFORMANCE		●	●

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# Water

OBJECTIVES AND CRITERIA		1 – Reduce Water Usage by Users and Keep Existing Network.	2 – Reduce Water Usage by Users and Enlarge/ Extend Network.	3 – Install Separate Pipe System for non-Potable Users.
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●
	Existing/planned neighbourhoods.	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●
	Redundancy in the network.	●	●	●
	Existing physical barriers.	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	NA	NA	NA
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●
	Existing/planned parks and open spaces.	●	●	●
	Compatibility with the natural environment.	●	●	●
	Visual connections.	NA	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●
	Cycling routes.	NA	NA	NA
	Place-making opportunities.	NA	NA	NA
	Health and safety.	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●
	Transit accommodation.	●	●	●
	Flood risk potential.	●	●	●
	Noise and air quality.	●	●	●
	Resiliency and climate change.	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●
	Engineering feasibility and construction cost.	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●
	Property acquisition costs.	●	●	●
	Maintenance and operations.	●	●	●
OVERALL PERFORMANCE		●	●	●

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# Wastewater

OBJECTIVES AND CRITERIA		1 – Do Nothing and Reduce Waste Water Flows.	2 – Reduce Waste Water Flows & Enlarge/Extend Collection – Convey flow via Carlaw Avenue inter-connecting sewer.	3 – Reduce Waste Water Flows, Enlarge/Extend Collection and Provide Decentralized Treatment South of Ship Channel
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●
	Existing/planned neighbourhoods.	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●
	Redundancy in the network.	●	●	●
	Existing physical barriers.	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	NA	NA	NA
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●
	Existing/planned parks and open spaces.	●	●	●
	Compatibility with the natural environment.	●	●	●
	Visual connections.	NA	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●
	Cycling routes.	NA	NA	NA
	Place-making opportunities.	NA	NA	NA
	Health and safety.	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●
	Transit accommodation.	●	●	●
	Flood risk potential.	●	●	●
	Noise and air quality.	●	●	●
	Resiliency and climate change.	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●
	Engineering feasibility and construction cost.	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●
	Property acquisition costs.	●	●	●
	Maintenance and operations.	●	●	●
OVERALL PERFORMANCE		●	●	●

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# Stormwater

OBJECTIVES AND CRITERIA		1 - Do Nothing	2 - Conventional	3 - Water as a Resource
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●
	Existing/planned neighbourhoods.	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●
	Redundancy in the network.	NA	NA	NA
	Existing physical barriers.	●	●	●
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●
	Existing/planned parks and open spaces.	●	●	●
	Compatibility with the natural environment.	●	●	●
	Visual connections.	NA	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	●	●	●
	Cycling routes.	NA	NA	NA
	Place-making opportunities.	●	●	●
	Health and safety.	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	●	●	●
	Transit accommodation.	●	●	●
	Flood risk potential.	●	●	●
	Noise and air quality.	●	●	●
	Resiliency and climate change.	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	●	●	●
	Consistency with approved area Environmental Assessments.	●	●	●
	Engineering feasibility and construction cost.	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●
	Property acquisition costs.	●	●	●
	Maintenance and operations.	●	●	●
OVERALL PERFORMANCE		●	●	●

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# Stormwater Disinfection

OBJECTIVES AND CRITERIA		South of the Ship Channel				North of the Ship Channel	
		2A	2B	2C	2D	2E	2F
CREATING AN INTERESTING + DYNAMIC URBAN MIX	Creation of new, vibrant mixed use communities and employment areas.	●	●	●	●	●	●
	Necessary capacity to support the anticipated mix of uses while minimizing rights-of-way widths.	●	●	●	●	●	●
	Existing/planned neighbourhoods.	●	●	●	●	●	●
	Existing businesses and industry and opportunities for new businesses and industry.	●	●	●	●	●	●
CONNECT THE PORT LANDS TO THE CITY	Better connect the Port Lands with the South of Eastern area and the rest of the city.	●	●	●	●	●	●
	Redundancy in the network.	NA	NA	NA	NA	NA	NA
	Existing physical barriers.	NA	NA	NA	NA	NA	NA
	Opportunities for linking natural habitat and open spaces and improving biodiversity.	●	●	●	●	●	●
LEVERAGE ASSETS	Cultural heritage resources.	●	●	●	●	●	●
	Archaeological resources and traditional uses of Aboriginal people.	●	●	●	●	●	●
	Existing/planned parks and open spaces.	●	●	●	●	●	●
	Compatibility with the natural environment.	●	●	●	●	●	●
	Visual connections.	NA	NA	NA	NA	NA	NA
DEVELOP A HIGH QUALITY PUBLIC REALM	Complete street principles and street character.	NA	NA	NA	NA	NA	NA
	Cycling routes.	NA	NA	NA	NA	NA	NA
	Place-making opportunities.	●	●	●	●	●	●
	Health and safety.	●	●	●	●	●	●
CONTRIBUTE TO THE SUSTAINABLE FUTURE OF THE CITY	Opportunities for innovation.	NA	NA	NA	NA	NA	NA
	Transit accommodation.	NA	NA	NA	NA	NA	NA
	Flood risk potential.	NA	NA	NA	NA	NA	NA
	Noise and air quality.	●	●	●	●	●	●
	Resiliency and climate change.	●	●	●	●	●	●
IMPLEMENTATION	Compatibility with City, provincial planning policies and Waterfront Toronto/TRCA objectives/frameworks.	NA	NA	NA	NA	NA	NA
	Consistency with approved area Environmental Assessments.	●	●	●	●	●	●
	Engineering feasibility and construction cost.	●	●	●	●	●	●
	Existing municipal infrastructure and utilities.	●	●	●	●	●	●
	Property acquisition costs.	●	●	●	●	●	●
	Maintenance and operations.	●	●	●	●	●	●
OVERALL PERFORMANCE		●	●	●	●	●	●

● VERY POOR ● POOR ● GOOD ● VERY GOOD