NW PATH EA Addendum Evaluation Criteria

	Alignment 1 **York Street**	Alignment 2 **Front Street**	Alignment 3 **Building Alignment**	Alignment 4 **University (Parking Lot)**
Policy and Planning Environment				
Conformity with policies of City of Toronto Official Plan. Assesses consistency of NW PATH alignment with City of Toronto Official Plan policies and schedules.	●	◔	◔	●
Conformity with policies of Central Waterfront Secondary Plan. Assesses consistency of NW PATH alignment with Central Waterfront Secondary Plan policies and schedules.	◔	◔	◖	●
Agreement with the objectives of Union Station Master Plan. Assesses consistency of NW PATH alignment with Union Station Master Plan policies and schedules.	◖	◔	◢	●
Agreement with direction from Toronto City Council. Assesses consistency of NW PATH alignment with City Council direction.	●	◖	◔	●
Transportation Environment				
Pedestrian flow diverted from existing PATH network. Assesses the number of pedestrians diverted from existing PATH routes to use new NW PATH alignment.	◢	●	●	◖
Pedestrian flow capacity. Assesses the amount of time people will spend congested on the streets around Union Station, and the benefit that the alignment will have on the pedestrian network.	◔	◖	◖	◖
Ease of use for pedestrians. Assesses how the NW PATH alignment contributes to connectivity and efficiency of pedestrian routes, and the need for vertical circulation (ie. stairs, escalators, elevators, etc.)	◢	◢	◖	●
Protection of pedestrians against inclement weather. Assesses the degree of enclosure or separation the NW PATH alignment has from the natural elements.	●	●	●	●
Potential for overcrowding. Assesses pedestrian demand relative to width of the proposed tunnel.	◔	◖	◔	◖
Safety for Pedestrians. Assesses the opportunities to provide public animation and interaction.	◖	◖	◔	●
Connectivity with the existing PATH network. Assesses access to jobs and the number of new PATH connections for each alignment.	◖	◔	◢	●
Geotechnical / Engineering Environment				
Potential effect on existing structures and operations. Assesses the potential impact the NW PATH alignment may have on surrounding buildings.	◢	●	○	◖
Ease of construction. Assesses the complexity of constructing new pedestrian connections for NW PATH.	◖	◖	●	◔
Limited potential for construction delay. Assesses the potential for impediments to the construction process for the NW PATH.	◢	◖	◔	◔
Potential effect on public transit during construction. Assesses the potential for interruptions to operation of the TTC during construction of NW PATH.	◢	◖	◢	◔
Potential effect on vehicular traffic flow during construction. Assesses the potential for interruptions to traffic during construction of NW PATH.	◢	◢	◖	◢
Potential effect on station pedestrian flow during construction. Assesses the potential for interruptions to pedestrian movements at Union Station during construction of NW PATH.	◖	◢	◔	◢
Frequency of maintenance. Assesses how often the NW PATH pedestrian connections and their associated features would have to be maintained.	◖	◖	◢	◢
Minimize costs of implementation. Assesses relative cost of construction of NW PATH.	○	◖	●	◖
Potential conflicts with existing utility services. Assesses the potential for conflicts with utilities (e.g. hydro, combined sewer, EnWave, etc.) during construction of the NW PATH.	○	◢	◔	◖
Socio-Economic Environment				
Potential for nuisance effects on adjacent uses during construction. Assesses potential impacts of construction (noise, dust, vibrations, etc.) of the NW PATH.	◢	◖	◔	◖
Potential effects on existing land uses and proposed developments. Assesses the potential for businesses to benefit from their proximity to the NW PATH pedestrian connection.	◔	●	◢	◗
Minimize acquisition of private property for public use. Assesses the potential for acquiring private property to construct the NW PATH pedestrian connection.	●	●	◢	◗
Improvements to aesthetic experience of pedestrians. Assesses the quality of finishes for the new tunnel alignment.	●	●	◔	●
Pedestrian draw/attraction. Assesses the likely pedestrian demand for the new NW PATH.	●	◔	◢	●
Retail development opportunities. Assesses the potential for new retail opportunities in NW PATH.	○	○	◗	●
Public amenity opportunities. Assesses the potential to provide amenities such as washrooms, drinking fountains, bike stations, information kiosks, way-finding, and public wireless access.	○	○	◗	●
Cultural Environment				
Potential effects on designated heritage features. Assesses the potential of new pedestrian connections intersecting with designated heritage properties.	●	●	●	●

Total Score for Each Alignment				
Very good ●	**7**	**7**	**5**	**13**
Good ◔	**4**	**5**	**9**	**3**
Neutral/Average ◖	**6**	**10**	**6**	**9**
Poor ◢	**7**	**4**	**7**	**3**
Very poor ○	**4**	**2**	**1**	**0**