Eglinton West LRT Grade Separation Study - Draft Stage 3 Evaluation Matrix

October 18, 2017

The many pros and cons of potential grade separation options are being considered according to a rigorous evaluation framework. The evaluation framework is divided into three stages: 1) Feasibility 2) Benefits and Costs, and 3) Strategic Values. This report details the findings of Stage 3 of the evaluation, in which each grade separation was evaluated in isolation of the others according to a list of strategic values.

Evaluation Colour Code

- Grade separation significantly out-performs an at-grade stop
- Grade separation performs similar to an at-grade stop
- Grade separation significantly under-performs compared to an at-grade stop

RT Evaluation Framework Category	Order	Criteria	Measure	Jane	Scarlett	Royal York	Islington	Kipling	Martin Grove
Choice	1	Creates Choices For Pedestrians	Measure: A description of the ability for access by pedestrians.	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to pedestrian infrastructure. *(performs similar)*
	2	Creates Choices For Cyclists	Measure: A description of the ability for access by cyclists.	Both the grade separation and at-grade option provide direct connections to the multi-use path along the south side of Eglinton to the west and its planned extension along the north side of Eglinton to the east. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*	Both the grade separation and at-grade option provide direct connections to the multi-use paths along the south side of Eglinton and along the east side of Scarlett. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*	Both the grade separation and at-grade option provide direct access to the multi-use path along the south side of Eglinton. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*	Both the grade separation and at-grade option provide direct access to the multi-use path along the south side of Eglinton. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*	Both the grade separation and at-grade option provide direct access to the multi-use path along the south side of Eglinton. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*	Both the grade separation and at-grade option provide direct access to the multi-use path along the south side of Eglinton. This is based on the assumption that the stops are designed to support access by cyclists. *(performs similar)*
	3	Ability To Connect A Future Jane LRT To The Mt Dennis MSF	Measure: An assessment of whether LRT vehicles on a future Jane LRT can access the Mt. Dennis MSF or not. This criterion only applies to a grade separation at Jane Street.	The elevated option would require significant investment in order to be able to connect Eglinton West LRT with a future Jane LRT. However, it is not anticipated that LRT vehicles on Jane would utilize the Mt Dennis MSF. *(under performs)*	Not applicable.	Not applicable.	Not applicable.	Not applicable.	Not applicable.
Social Equity	4	Impact on Accessibility For Users With Disabilities	Measure: A description of the ability for access by users with disabilities.	Both options are fully-accessible. The grade-separated option has two elevators to access the centre platform, greatly reducing the likelihood of the stop losing elevator access and becoming inaccessible. *(performs similar)*	Though both options are fully-accessible, the vertical transfer requirement of the grade separation would render the stop inaccessible for users with disabilities in the event that the elevator is out of service. *(under performs)*	Though both options are fully-accessible, the vertical transfer requirement of the grade separation would render the stop inaccessible for users with disabilities in the event that the elevator is out of service. *(under performs)*	Though both options are fully-accessible, the vertical transfer requirement of the grade separation would render the stop inaccessible for users with disabilities in the event that the elevator is out of service. *(under performs)*	Though both options are fully-accessible, the vertical transfer requirement of the grade separation would render the stop inaccessible for users with disabilities in the event that the elevator is out of service. *(under performs)*	Though both options are fully-accessible, the vertical transfer requirement of the grade separation would render the stop inaccessible for users with disabilities in the event that the elevator is out of service. *(under performs)*

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Evaluation Colour Code

Grade separation significantly out-performs an at-grade stop

Grade separation performs similar to an at-grade stop

Grade separation significantly under-performs compared to an at-grade stop

RT Evaluation Framework Category	Order	Criteria	Measure	Jane	Scarlett	Royal York	Islington	Kipling	Martin Grove
Experience	5	Ease Of Access For All Users	Measure: Consideration of vertical transfers, interuptions to access the stop (including doors, stairs, and traffic signals) Measure: A description of the access experience for pedestrians, cyclists, and transit transfers. Measure: A description of the impact on passive way-finding" Measure: A description of the user experience of wind, precipitation, and temperature variation. Measure: A description of potential vehicle/user collision risks.	There is a similar overall horizontal transfer distance between the options however, ease of access is reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT. The grade separation offers less ease of access for all users as it requires a vertical transfer to access stop. Some transit transfers may be more direct in the elevated option as entrances could be placed adjacent to bus stops, Passive way-finding will be relatively simple for the grade separation as both entrances lead to a shared platform. (*under performs)*	There is a similar overall horizontal transfer distance between the options. The grade separation offers less ease of access as it requires a vertical transfer to access stop. The two platform configuration and assumption of only two elevators means that users requiring an elevator would be required to cross Scarlett if they had to change directions and that if one of the elevators is out of service there would be no accessible access to that platform. Some transit transfers may be more direct in the elevated option as entrances could be placed adjacent to bus stops. However, passive way-finding may be less intuitive due to the split platform configuration. Ease of access is reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT. (*under performs)*	There is a similar overall horizontal transfer distance between the options. The grade separation offers less ease of access as it requires a vertical transfer to access stop. The side platform configuration and assumption of only two elevators means that users requiring an elevator would need to cross the street to change directions and that if an elevator goes out of service the platform it services would become inaccessible. The below grade location and split platforms means that wayfinding would be less intuitive for all users, Ease of access would be reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT. (*under performs)*	There is a similar overall horizontal transfer distance between the options. The grade separation offers less ease of access as it requires a vertical transfer to access stop. The side platform configuration and assumption of only two elevators means that users requiring an elevator would need to cross the street to change directions and that if an elevator goes out of service the platform it services would become inaccessible. Passive way-finding may be less intuitive due to the split platform configuration. Ease of access would be reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT. (*under performs)*	There is a similar overall horizontal transfer distance between the options. The grade separation offers less ease of access as it requires a vertical transfer to access stop. The side platform configuration and assumption of only two elevators means that users requiring an elevator would need to cross the street to change directions and that if an elevator goes out of service the platform it services would become inaccessible. The below grade location and split platforms means that wayfinding would be less intuitive for all users, Ease of access would be reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT. (*under performs)*	There is a similar overall horizontal transfer distance between the options. The grade separation offers less ease of access as it requires a vertical transfer to access stop. The side platform configuration and assumption of only two elevators means that users requiring an elevator would need to cross the street to change directions and that if an elevator goes out of service the platform it services would become inaccessible. The below grade location and split platforms means that wayfinding would be less intuitive for all users, Ease of access would be reduced for disabled users, people with strollers, and cyclists bringing a bike on the LRT.. (*under performs)*
	6	Shelter From Weather Conditions	Measure: A description of the user experience of wind, precipitation, and temperature variation.	The elevated stop would likely have increased wind impacts for users waiting at the platform. The entrances to the stop would provide some shelter but this would not extend to the platform. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*	The elevated stop would likely have increased wind impacts for users waiting at the platform. The entrances to the stop would provide some shelter but this would not extend to the platforms. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*	The below-grade stop would provide greater shelter from precipitation and likely improved shelter from wind and temperature conditions. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*	The elevated stop would likely have increased wind impacts for users waiting at the platform. The entrances to the stop would provide some shelter but this would not extend to the platforms. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*	The below-grade stop would provide greater shelter from precipitation and likely improved shelter from wind and temperature conditions. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*	The below-grade stop would provide greater shelter from precipitation and likely improved shelter from wind and temperature conditions. The at-grade option is assumed to have shelter in line with the Eglinton Crosstown LRT (not fully-enclosed or heated). *(performs similar)*
	7	Impacts On Auto/Pedestrian Conflicts	Measure: A description of potential vehicle/user collision risks.	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though users approaching from the south will have to cross the entire width of Eglinton to access the elevated stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though users approaching from the south will have to cross the entire width of Eglinton to access the elevated stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though some users will have to cross the entire width of Eglinton to access the below-grade stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though some users will have to cross the entire width of Eglinton to access the elevated stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though some users will have to cross the entire width of Eglinton to access the below-grade stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*	There is a reduced risk as fewer users would have to cross a street to access the stop as the entrances are located at the sidewalk as opposed to the middle of the roadway in the at-grade option. Though some users will have to cross the entire width of Eglinton to access the below-grade stop, all users in the at-grade option must cross traffic to access it. *(out-performs)*

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Evaluation Colour Code

- Grade separation significantly out-performs an at-grade stop (green)
- Grade separation performs similar to an at-grade stop (yellow)
- Grade separation significantly under-performs compared to an at-grade stop (red)

RT Evaluation Framework Category	Order	Criteria	Measure	Jane	Scarlett	Royal York	Islington	Kipling	Martin Grove
Experience	8	Impacts On Driver Sightlines	Measure: Degree of impact from structure and/or portal on visibility on drivers approaching from all directions	Either option would be designed to meet visibility standards. While impacts will be minimal, there may be some reduction in sightlines for drivers approaching from the north due to the support structure of the grade separation. *(under performs)*	Either option would be designed to meet visibility standards. While impacts will be minimal, there may be some reduction in sightlines for drivers approaching from the north due to the support structure of the grade separation. *(under performs)*	Either option would be designed to meet visibility standards. The grade separation would allow for better visibility as the stop is located below the roadway and the entrances and portals are set back far enough as to not have an impact. This is in contrast to the at-grade stop in which visibility would be temporarily obstructed for drivers whenever an LRT vehicle was at the stop or pulling through the intersection, and where the shelter and guard rail in the middle of the roadway may impact visibility. *(out-performs)*	It should be noted that either option would be safely designed to meet visibility standards. The grade separation would cause some sightline impacts for drivers approaching from all directions due to the support structure and vertical transfers on each corner. *(under performs)*	Either option would be designed to meet visibility standards. The grade separation would allow for better visibility as the stop is located below the roadway and the entrances and portals are set back far enough as to not have an impact. This is in contrast to the at-grade stop in which visibility would be temporarily obstructed for drivers whenever an LRT vehicle was at the stop or pulling through the intersection, and where the shelter and guard rail in the middle of the roadway may impact visibility. *(out-performs)*	Either option would be designed to meet visibility standards. The grade separation would allow for better visibility as the stop is located below the roadway and the entrances and portals are set back far enough as to not have an impact. This is in contrast to the at-grade stop in which visibility would be temporarily obstructed for drivers whenever an LRT vehicle was at the stop or pulling through the intersection, and where the shelter and guard rail in the middle of the roadway may impact visibility. *(out-performs)*
Experience	9	Construction Impacts On Traffic	Measure: A description of the impact on traffic flows including personal vehicles and public buses, including the duration of construction.	Either option would be designed to meet visibility standards. The grade separation would allow for better visibility as the stop is located below the roadway and the entrances and portals are set back far enough as to not have an impact. This is in contrast to the at-grade stop in which visibility would be temporarily obstructed for drivers whenever an LRT vehicle was at the stop or pulling through the intersection, and where the shelter and guard rail in the middle of the roadway may impact visibility. *(out-performs)*	Construction of the elevated structure would result in less disruption to traffic because the work is adjacent to the traffic lanes on Eglinton and can generally be constructed without direct impacts. Construction duration for the elevated structure would be similar to an at-grade option. The complexity of the work for this option is greater, but there woud be some time savings expected by a reduction in traffic stages and minimizing interaction with public traffic. *(out-performs)*	Construction of the underground structure will result in significantly-greater disruption to traffic because the work is located beneath all of the active traffic lanes for all directions. The excavation will need to be completed in stages, and traffic will need to be temporarily routed around the construction areas, extending the construction duration. *(under performs)*	Construction of an elevated structure over the top of the roadway corridor will result in more disruption because the work is located in the centre of the roadway and overhead causing direct impacts on several different levels. Construction would require 1-2 more seasons for the grade separation. *(under performs)*	Construction of the underground structure will result in significantly-greater disruption to traffic because the work is located beneath all of the active traffic lanes for all directions. The excavation will need to be completed in stages, and traffic will need to be temporarily routed around the construction areas, extending the construction duration. *(under performs)*	Construction of the underground structure will result in significantly-greater disruption to traffic because the work is located beneath all of the active traffic lanes for all directions. The excavation will need to be completed in stages, and traffic will need to be temporarily routed around the construction areas, extending the construction duration. *(under performs)*
Experience	10	Impact of Slopes and Curves on Passenger Comfort	Measure: Elevation of track change	Both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The elevated stop reduces the amount of vertical movement experienced by riders as the intersection is on the valley floor. The at-grade stop would require the LRT to travel lower into the valley with steeper slopes. Horizontal movement would be similar with both options. *(performs similar)*	While both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The impact on travel experience in the elevated option would not be significantly greater than the existing slopes and curves on Eglinton Avenue at this section of the corridor, or the experience of the LRT coming to a halt at each stop. *(performs similar)*	Both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The experience would be generally similar for passengers in both options as there is only a slight change in elevation in the grade separation and no horizontal shift. *(performs similar)*	Both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The experience would be generally similar for passengers in both options as there is only a slight change in elevation in the grade separation and no horizontal shift. *(performs similar)*	Both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The experience would be generally similar for passengers in both options as there is only a slight change in elevation in the grade separation and no horizontal shift. *(performs similar)*	Both options would be designed to meet the standards for comfortable slopes and curves and their impacts on travel experience would be minimal. The experience would be generally similar for passengers in both options as there is only a slight change in elevation in the grade separation and no horizontal shift. *(performs similar)*

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Evaluation Colour Code

Grade separation significantly out-performs an at-grade stop

Grade separation performs similar to an at-grade stop

Grade separation significantly under-performs compared to an at-grade stop

RT Evaluation Framework Category	Order	Criteria	Measure	Jane	Scarlett	Royal York	Islington	Kipling	Martin Grove
Healthy Neighbourhoods	11	Impact On The Surrounding Neighbourhood	Measure: Degree of visual intrusion into sightlines from surrounding residential neighbourhoods, taking into account the proximity of adjacent residential neighbourhoods to the stop.	There are no residential neighbourhoods immediately adjacent to the stop that would be impacted. *(performs similar)*	The elevated structure would have a major visual impact to the neighbourhood north and south of Eglinton, including adjacent residential towers in close proximity. There is risk of noise impacts along the north side of Eglinton. (*under performs)*	The grade separation would have a somewhat increased proximity to surrounding areas due to the proximity of entrances, the residential developments do not front onto the intersection and are slightly offset from teh entrances therefore impacts would be minimal. There would be reduced impacts in the middle of the roadway due to the lack of LRT poles and wires. *(performs similar)*	The elevated structure would have a major visual impact on neighbourhoods to the north and south, including the adjacent low-scale residential neighbourhood and Richview Collegiate to the southwest. (*under performs)*	The grade separation would have a somewhat increased visual impact due to the proximity of the entrances to residential uses, including townhouses recently constructed within metres of the planned north-east entrance. There would be reduced impacts in the middle of the roadway due to the lack of LRT poles and wires. (*under performs)*	There is little residential development around the intersection, though the east portal would directly front existing townhomes. This minor visual intrusion is balanced by the removal of overhead wires and poles as the LRT goes below grade. *(performs similar)*
	12	Impacts On Streetscaping And The Public Realm	Measure: A description of impacts on public realm and place-making opportunities.	In comparison to the at-grade option, the grade separation would have greater impacts on adjacent public space, including increased shadows and a reduced amount of land available for the proposed multi-use path extension. (*under performs)*	The elevated stop would have a high visual impact on the street and adjacent public spaces and generate shadows on lands adjacent to or below the stop. (*under performs)*	The grade separation entrances create opportunities for place-making at the four corners of the intersection. However, the character of the street may be negatively impacted by the integration of the portal structure. *(performs similar)*	The elevated stop would have a high visual impact on the street and adjacent public spaces and generate shadows on lands adjacent to or below the stop. (*under performs)*	The grade separation entrances create opportunities for place-making at the four corners of the intersection. However, the character of the street may be negatively impacted by the integration of the portal structure. *(performs similar)*	The grade separation entrances create opportunities for place-making at the four corners of the intersection. However, the character of the street may be negatively impacted by the integration of the portal structure. *(performs similar)*
	13	Impact On Community Facilities And Services	Measure: Scale of physical impact on adjacent institutions and services Measure: Distance from of institutions and service-providers from the stop”	Neither option creates significant impacts on community facilities or services. *(performs similar)*	Neither option creates significant impacts on community facilities or services. *(performs similar)*	Neither option creates significant impacts on community facilities or services. *(performs similar)*	The grade separation would have negative visual impacts on Richview Collegiate Institute on the south-west corner of the intersection. (*under performs)*	Neither option creates significant impacts on community facilities or services. *(performs similar)*	Neither option creates significant impacts on community facilities or services. *(performs similar)*
	14	Impact On Natural Surveillance	Measure: A description of impacts on natural surveillance as a component of Crime Prevention Through Environmental Design (CPTED) both interior and exterior to the stop.	The elevated stop would have less natural surveillance than an at-grade stop. (*under performs)*	The elevated stop would have less natural surveillance than an at-grade stop. (*under performs)*	The below-grade stop would have less natural surveillance than an at-grade stop. (*under performs)*	The elevated stop would have less natural surveillance than an at-grade stop. (*under performs)*	The below-grade stop would have less natural surveillance than an at-grade stop. (*under performs)*	The below-grade stop would have less natural surveillance than an at-grade stop. (*under performs)*
	15	Construction Disruption To The Neighbourhood	Measure: An assessment of construction related issues and impacts, such as proximity to existing neighbourhood, and noise, visual disruption, duration of construction and waste produced.	The grade separation would cause greater disruption to the surrounding neighbourhood during construction due to increased vibration from pile-driving for the support structure. Duration of construction would be similar for both options. (*under performs)*	The grade separation would cause greater disruption to the surrounding neighbourhood during construction due to increased vibration from pile-driving for the support structure and the increased duration of construction. Duration of construction would be similar for both options. (*under performs)*	Construction of the grade separation would have a significantly greater impact on the surrounding neighbourhood due to dust from digging, potential utility disruption and noise over a longer period of time. (*under performs)*	The grade separation would cause greater disruption to the surrounding neighbourhood during construction due to increased vibration from pile-driving for the support structure and the increased duration of construction. (*under performs)*	Construction of the grade separation would have a significantly greater impact on the surrounding neighbourhood due to dust from digging, potential utility disruption and noise over a longer period of time. (*under performs)*	Construction of the grade separation would have a significantly greater impact on the surrounding neighbourhood due to dust from digging, potential utility disruption and noise over a longer period of time. (*under performs)*
	16	Impacts On Adjacent Properties	Measure: A description of the public and private land required beyond the existing right-of-way.	The elevated option would require more land as it is shifted north of Eglinton. A long strip of land would be required for the area where the LRT is north of Eglinton, including land that appears to be publicly-owned and currently occupied by Eglinton Flats and Fergie Brown Park. (*under performs)*	The elevated option would require more land as it is shifted north of Eglinton, including a long strip to accommodate a bridge over the Humber River to the east and over private property on the same parcel as the existing apartment building to the west, which includes an underground garage near the stop. (*under performs)*	The below-grade option would likely require some land outside of the existing ROW for stop entrances. Though there is a reduction in needed road width by setting the LRT underground, the portal structure adds width to the roadway corridor. Overall the impacts are similar with both options but land-taking is more likely with the grade separation. (*under performs)*	The elevated structure would have increased requirements for land outside of the existing ROW. It would not allow the road to narrow due to the support structure in the median. Beyond the pavement limits at the intersection, the entrances would likely extend beyond the existing ROW on the north side of Eglinton. Beyond the intersection, the transition area along the LRT guideway where it elevates to the stop would add width that would expand the roadway corridor needs slightly. (*under performs)*	The below-grade option would likely require some land outside of the existing ROW for stop entrances. Though there is a reduction in needed road width by setting the LRT underground, the portal structure adds width to the roadway corridor. Overall the impacts are similar with both options but land-taking is more likely with the grade separation. (*under performs)*	The below-grade option would likely require some land outside of the existing ROW for stop entrances. Though there is a reduction in needed road width by setting the LRT underground, the portal structure adds width to the roadway corridor. Overall the impacts are similar with both options but land-taking is more likely with the grade separation. It appears that much of the required land would be publicly-owned. (*under performs)*

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Grade separation significantly under-performs compared to an at-grade stop

RT Evaluation Framework Category	Order	Criteria	Measure	Jane	Scarlett	Royal York	Islington	Kipling	Martin Grove
Shaping the City	17	Impacts to Future Residential Development	Measure: A description of the impacts to residential development potential.	Neither option would impact future residential development. *(performs similar)*	The grade separation may impact the development potential of lands to the north-west of the intersection. (*under performs)*	The entrance for the below-grade stop may impact the residential development potential of a parcel at the north-west corner of the intersection, but as this is a heritage-designated property it is not expected to be the site of significant residential intensification. The development potential of other adjacent properties are not impacted, including the large parcels to the east of the intersection. The portal structure will not preclude a future signalized intersection to the east of Royal York. *(performs similar)*	The entrances for the elevated stop may impact the residential development potential of parcels at the north-west and north-east corners of the intersection. (*under performs)*	Neither option would significantly impact future residential development. *(performs similar)*	Neither option would significantly impact future residential development. *(performs similar)*
Public Health & Environment	18	Impacts On Esas, Parks, And The Natural Heritage System	Measure: A description and list of impacts to NHS and Environmentally Sensitive Areas, parks, trees or other vegetative elements lost due to proximity/construction of stop.	The grade separation would have greater impacts on Humber River Natural Heritage System, as well as on the surrounding parks. (*under performs)*	The grade separation would have increased environmental impacts as the support structure is within the Humber River Natural Heritage System, several trees will need to be removed, and part of Scarlett Bridge Parkette will be lost. (*under performs)*	More trees would likely be lost to construct entrances in the below-grade option. (*under performs)*	More trees would likely be lost to construct entrances in the elevated option. (*under performs)*	More trees would likely be lost to construct entrances in the below-grade option. (*under performs)*	Similar impacts for both options. No impacted ESAs, parks, or NHSs, including Mimico Creek to the west of the intersection. Any redesign of the portal that moves it further west may lead to conflicts with the flood plain. *(performs similar)*
	19	Impacts On Heritage Or Archaeological Sites	Measure: Identification of any impacts to Heritage Conservation Districts, heritage properties, or potential archaeological areas.	Neither option impacts heritage properties or archaeological sites. *(performs similar)*	Neither option impacts heritage properties or archaeological sites. *(performs similar)*	Mary Reid House is a heritage-designated property at 4200 Eglinton Avenue W to the northwest of the intersection, though it is separated from the intersection by 70m of forest and not significantly impacted by either option. While both options may result in impacts there is risk for more impact by development of the below-grade option than the at-grade option. *(performs similar)*	The intersection is an area of archaeological potential. While both options may result in impacts the support structure for the elevated option may result in increased impacts on these potential resources. *(performs similar)*	All but the north-east corner are an area of archaeological potential. While both options may result in impacts there is risk for more impact by development of the below-grade option than the at-grade option. *(performs similar)*	The south side is an area of archaeological potential. While both options may result in impacts there is risk for more impact by development of the below-grade option than the at-grade option. *(performs similar)*
Affordability		Criteria relating to affordability are included in the Stage Two analysis of Costs & Benefits.							
Supports Growth	20	Impacts To Future Employment Development	Measure: A description of employment lands needed to construct the stop.	Neither option would significantly impact future employment development. *(performs similar)*	Neither option would significantly impact future employment development. *(performs similar)*	Neither option would significantly impact future employment development. *(performs similar)*	Neither option would significantly impact future employment development. *(performs similar)*	Neither option would significantly impact future employment development. *(performs similar)*	Neither option would significantly impact future employment development. *(performs similar)*