

			Corridors						
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever	
Choice									
Connectivity to Surface Transit Routes	What is the ability to connect to existing and planned bus and streetcar routes?	Qualitative - List existing and planned surface transit routes that could be connected in this corridor option	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -503 Kingston Road -501 Queen -502 Downtowner -75 Sherbourne -25 Don Mills -72 Pape -81 Thorncliffe Park</p> <p><b>Least potential</b> for connections to future Eastern Waterfront or streetcar on Cherry Street</p>	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -503 Kingston Road -501 Queen -502 Downtowner -75 Sherbourne -25 Don Mills -72 Pape -81 Thorncliffe Park</p> <p><b>Most potential</b> for connections to future Eastern Waterfront network; potential stations at Queen/Sumach would fall just short of Cherry streetcar; station at Queen/Broadview would connect with the Broadview streetcar extension into the Portlands</p>	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -501 Queen -502 Downtowner -503 Kingston Road -508 Lakeshore -75 Sherbourne -8 Broadview -62 Mortimer -87 Cosburn -100 Flemingdon Park</p> <p><b>Most potential</b> for connections to future Eastern Waterfront network; potential stations at King/Sumach or Unilever would provide connectivity</p>	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -505 Dundas -501 Queen -502 Downtowner -503 Kingston Road -508 Lakeshore -75 Sherbourne -8 Broadview -62 Mortimer -87 Cosburn -100 Flemingdon Park</p> <p><b>Most potential</b> for connections to future Eastern Waterfront network; potential stations at Front/Cherry or Queen/Broadview would provide connectivity</p>	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -503 Kingston Road -501 Queen -502 Downtowner -508 Lakeshore -75 Sherbourne -25 Don Mills -72 Pape -81 Thorncliffe Park</p> <p><b>Most potential</b> for connections to future Eastern Waterfront network; stations at King/Sumach and Queen/Broadview would provide connectivity</p>	 <p>Potential connections to major transit routes in the study area: -506 Carlton -504 King -503 Kingston Road -501 Queen -502 Downtowner -508 Lakeshore -75 Sherbourne -25 Don Mills -72 Pape -81 Thorncliffe Park -143 Downtown/Beach Express</p> <p><b>Most potential</b> for connections to future Eastern Waterfront network; stations at Front/Cherry and Unilever would provide connectivity</p>	
		Quantitative - number of people who use the station to transfer to and from surface routes, number of transit riders passing by the potential station location	 <p>Total number of inbound surface transit passengers passing potential station locations: 94,445</p> <p>Corridor interfaces with significant existing ridership at Gerrard/Broadview; however, overall ridership across the corridor is lower</p>	 <p>Total number of inbound surface transit passengers passing potential station locations: 117,049</p> <p>Corridor interfaces with significant existing ridership at Queen/Sherbourne, Queen/Sumach, Queen/Broadview, and Pape/Gerrard</p>	 <p>Total number of inbound surface transit passengers passing potential station locations: 106,253</p> <p>Corridor interfaces with significant existing ridership at Queen/Sherbourne, Queen/Pape-Carlaw, and Pape/Gerrard</p>	 <p>Total number of inbound surface transit passengers passing potential station locations: 103,624</p> <p>Corridor interfaces with significant existing ridership at King/Sherbourne, Queen/Broadview, and Gerrard/Broadview</p>	 <p>Total number of inbound surface transit passengers passing potential station locations: 118,508</p> <p>Corridor interfaces with significant existing ridership at King/Sherbourne, Queen/Pape-Carlaw, and Pape/Gerrard</p>	 <p>Total number of inbound surface transit passengers passing potential station locations: 97,609</p> <p>Corridor interfaces with significant existing ridership at King/Sherbourne, Queen/Pape-Carlaw, and Pape/Gerrard. Misses existing ridership at Front/Cherry</p>	
Connectivity to Walking and Cycling Routes	What is the ability to connect to existing and planned walking and cycling routes?	Qualitative – Describe opportunities to connect with existing and planned walking and cycling routes	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Richmond cycle track (pilot) - Simcoe cycle track</p>	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Richmond cycle track (pilot) - Simcoe cycle track - Cherry bike lane</p>	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Richmond cycle track (pilot) - Simcoe cycle track - Martin Goodman multi-use trail - Cherry bike lane</p>	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Adelaide cycle track (pilot) - Simcoe cycle track - Cherry bike lane</p>	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Adelaide cycle track (pilot) - Simcoe cycle track - Cherry bike lane</p>	 <p>Potential to connect with existing and planned pedestrian and cycling networks including: - Sherbourne cycle track - Adelaide cycle track (pilot) - Simcoe cycle track - Martin Goodman multi-use trail - Cherry bike lane</p>	
Connectivity to High-Order Transit Services	What is the ability to connect to existing and planned higher-order TTC Subway, Metrolinx LRT, GO Transit and SmartTrack Services	Qualitative - potential for connectivity with higher-order transit services	 <p>No potential for connections to SmartTrack / Regional Express Rail.</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	 <p>Opportunity for connections to SmartTrack / Regional Express Rail at Pape/Gerrard</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	 <p>Opportunity for two connections to SmartTrack / Regional Express Rail at Pape/Gerrard and Unilever site</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	 <p>No potential for connections to SmartTrack or Regional Express Rail</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	 <p>Opportunity for connections to SmartTrack / Regional Express Rail at Pape/Gerrard</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	 <p>Opportunity for two connections to SmartTrack / Regional Express Rail at Pape/Gerrard and Unilever site</p> <p>Connects with the Yonge-University-Spadina and Bloor-Danforth Subways</p>	

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
Choice								
Supporting Transportation Infrastructure	What is the availability of land at the station location to provide supporting transportation infrastructure (e.g. bus bays/lay-bys/terminals, taxi stands, PPUDOs, bicycle racks, secure bicycle parking facilities, and commuter parking if applicable)?	Qualitative: assessment of land or roadway space available for bus stops, pick-up/drop-off activity, bicycle racks, etc.	 <p><b>Downtown:</b> Limited space may be available for supporting transportation infrastructure at Queen / University or in Nathan Phillips Square</p> <p><b>Inline:</b> opportunities for infrastructure at Regent Park; some space available at Sherbourne/Queen-Shuter and Broadview/Gerrard</p> <p><b>Danforth:</b> some space available at Broadview Station</p>	 <p><b>Downtown:</b> Limited space may be available for supporting transportation infrastructure at Queen / University or in Nathan Phillips Square</p> <p><b>Inline:</b> opportunities for infrastructure at Pape/Gerrard. Less space available at other stations along Queen corridor</p> <p><b>Danforth:</b> some space available at Pape Station</p>	 <p><b>Downtown:</b> Limited space may be available for supporting transportation infrastructure at Queen / University or in Nathan Phillips Square</p> <p><b>Inline:</b> opportunities for infrastructure at Pape/Gerrard and Unilever. Less space available at other stations along Queen corridor</p> <p><b>Danforth:</b> some space available at Pape Station</p>	 <p><b>Downtown:</b> Very little space available for supporting transportation infrastructure within the King/Wellington corridor</p> <p><b>Inline:</b> opportunities for infrastructure at Sherbourne / Front and Front/Cherry; less space available at Queen/Broadview and Gerrard/Broadview</p> <p><b>Danforth:</b> some space available at Broadview Station</p>	 <p><b>Downtown:</b> Very little space available for supporting transportation infrastructure within the King/Wellington corridor</p> <p><b>Inline:</b> opportunities for infrastructure at Sherbourne / Front and Pape/Gerrard. Less space available at other stations along King Street</p> <p><b>Danforth:</b> some space available at Pape Station</p>	 <p><b>Downtown:</b> Very little space available for supporting transportation infrastructure within the King/Wellington corridor</p> <p><b>Inline:</b> opportunities for infrastructure at Sherbourne / Front, Unilever, Front/Cherry and Pape/Gerrard. Less space available at King/Sherbourne</p> <p><b>Danforth:</b> some space available at Pape Station</p>
Directness of Transfer to the Bloor/Danforth and Yonge/University/ Spadina subway	How direct is the connection to the Bloor/Danforth Subway Line? How direct is the connection to the Yonge-University-Spadina Subway Line?	Quantitative - Approximate distance and journey time between existing BD station / YUS station and proposed new RL station	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at Queen Station</p> <p><b>Danforth:</b> Broadview Station located at Broadview Avenue; therefore, transfer with minimal horizontal separation could be provided between Broadview subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be estimated at the alignment evaluation phase when station box locations are determined</i></p>	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at Queen Station</p> <p><b>Danforth:</b> Pape Station located at Pape Ave; therefore, transfer with minimal horizontal separation could be provided between Pape subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be estimated at the alignment evaluation phase when station box locations are determined</i></p>	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at Queen Station</p> <p><b>Danforth:</b> Pape Station located at Pape Ave; therefore, transfer with minimal horizontal separation could be provided between Pape subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be estimated at the alignment evaluation phase when station box locations are determined</i></p>	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at King Station</p> <p><b>Danforth:</b> Broadview Station located at Broadview Avenue; therefore, transfer with minimal horizontal separation could be provided between Broadview subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be assessed at the estimated evaluation phase when station box locations are determined</i></p>	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at King Station</p> <p><b>Danforth:</b> Pape Station located at Pape Ave; therefore, transfer with minimal horizontal separation could be provided between Pape subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be estimated at the alignment evaluation phase when station box locations are determined</i></p>	 <p><b>Downtown:</b> Dependant on alignment, this could support a direct connection between YUS and Relief Line at King Station</p> <p><b>Danforth:</b> Pape Station located at Pape Ave; therefore, transfer with minimal horizontal separation could be provided between Pape subway platform and Relief Line platform</p> <p><i>*Distance and journey time will be estimated at the alignment evaluation phase when station box locations are determined</i></p>
Compatibility with the PATH network	What is the ability to support the expansion and/or integrate with the downtown PATH network? What is the ability to improve pedestrian flow within the PATH network?	Qualitative – comment on connectivity to PATH and potential for improved pedestrian flow	 <p>PATH network expansion may be required to provide multiple points of connectivity to stations within a Queen/Richmond corridor downtown</p>	 <p>PATH network expansion may be required to provide multiple points of connectivity to stations within a Queen/Richmond corridor downtown</p>	 <p>PATH network expansion may be required to provide multiple points of connectivity to stations within a Queen/Richmond corridor downtown</p>	 <p>PATH network is well-developed along King/Wellington corridor; corridor has high potential for integration with PATH network</p>	 <p>PATH network is well-developed along King/Wellington corridor; corridor has high potential for integration with PATH network</p>	 <p>PATH network is well-developed along King/Wellington corridor; corridor has high potential for integration with PATH network</p>
Ability to reduce passenger crowding at existing stations	What is the ability to reduce passenger crowding at existing stations?	Quantitative – existing passenger volumes at existing downtown subway stations	 <p>Potential to increase crowding at existing Queen Station (appx 55,000 riders); May increase crowding at Osgoode Station, however station usage less than half of St. Andrew (appx 23,000 riders)</p>	 <p>Potential to increase crowding at existing Queen Station (appx 55,000 riders); May increase crowding at Osgoode Station, however station usage less than half of St. Andrew (appx 23,000 riders)</p>	 <p>Potential to increase crowding at existing Queen Station (appx 55,000 riders); May increase crowding at Osgoode Station, however station usage less than half of St. Andrew (appx 23,000 riders)</p>	 <p>Potential to increase crowding at existing King Station (appx 60,000 riders) and St. Andrew Station (appx 55,000 riders)</p>	 <p>Potential to increase crowding at existing King Station (appx 60,000 riders) and St. Andrew Station (appx 55,000 riders)</p>	 <p>Potential to increase crowding at existing King Station (appx 60,000 riders) and St. Andrew Station (appx 55,000 riders)</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Choice</b>								
Downtown Pedestrian Network Impacts	What is the ability to reduce pedestrian crowding at existing downtown stations and at street level?	Qualitative – comment on connectivity and potential for improved or worsened pedestrian flow at existing downtown stations and at sidewalk level						
			- Brings pedestrians in along the top edge of the Financial District, further from Union Station where large volumes of passengers are alighting from GO services; can promote more balanced pedestrian flows in the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from Queen	- Brings pedestrians in along the top edge of the Financial District, further from Union Station where large volumes of passengers are alighting from GO services; can promote more balanced pedestrian flows in the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from Queen	- Brings pedestrians in along the top edge of the Financial District, further from Union Station where large volumes of passengers are alighting from GO services; can promote more balanced pedestrian flows in the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from Queen	- Brings passengers to the centre of the Financial District, close to where large volumes of passengers are alighting from GO services at Union Station - Potentially reduces overall pedestrian-km travelled if passengers exit the system on King in the heart of the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from King	- Brings passengers to the centre of the Financial District, close to where large volumes of passengers are alighting from GO services at Union Station - Potentially reduces overall pedestrian-km travelled if passengers exit the system on King in the heart of the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from King	- Brings passengers to the centre of the Financial District, close to where large volumes of passengers are alighting from GO services at Union Station - Potentially reduces overall pedestrian-km travelled if passengers exit the system on King in the heart of the Financial District - Potential capacity reduction due to introduced counter-flow pedestrians southbound from King
Service Area	What is the degree of duplication the corridor/alignment provides with other existing/planned higher-order transit services (e.g. Regional Express Rail, SmartTrack)?	Qualitative – assessment of degree to which service areas overlap between the Relief Line and other existing/planned higher-order transit services						
			No duplication of Service Area with SmartTrack/Regional Express Rail. - Queen terminus has limited overlap with Union SmartTrack/RER station service area - Limited catchment overlap at inline stations <b>Catchment overlap: 0.1 km<sup>2</sup></b>	Very little potential duplication of Service Area with SmartTrack/RER - Queen terminus has limited overlap with Union SmartTrack/RER station service area - Some overlap at inline stations <b>Catchment overlap: 1.0 km<sup>2</sup></b>	Potential for some duplication of Service Area with SmartTrack/RER - Queen terminus has limited overlap with Union SmartTrack/RER station service area - Significant overlap at inline stations <b>Catchment overlap: 1.5 km<sup>2</sup></b>	Very little potential duplication of Service Area with SmartTrack/RER - King terminus has some overlap with Union SmartTrack/RER station service area - Limited overlap at inline stations <b>Catchment overlap: 0.8 km<sup>2</sup></b>	Potential for some duplication of Service Area with SmartTrack/RER - King terminus has some overlap with Union SmartTrack/RER station service area - Significant overlap at inline stations <b>Catchment overlap: 1.4 km<sup>2</sup></b>	Potential for some duplication of Service Area with SmartTrack/RER - King terminus has some overlap with Union SmartTrack/RER station service area - Significant overlap at inline stations <b>Catchment overlap: 1.9 km<sup>2</sup></b>
<b>Choice - Summary</b>								
<b>Choice - Guiding Points</b>			-Least service overlap with SmartTrack/RER, but doesn't provide any connection to the service. - Does not connect to potential future routes that would serve the Eastern Waterfront - brings passengers to the top of the CBD, thus potentially diverting customers from King/St Andrew and Dundas/St Patrick stations and reducing sidewalk crowding	- this corridor offers the least overlap with SmartTrack RER service areas while still connecting with it - high connectivity to existing and planned eastern waterfront surface transit routes with very high existing ridership - brings passengers to the top of the CBD, thus potentially diverting customers from King/St Andrew and Dundas/St Patrick stations and reducing sidewalk crowding	- this option shares two potential connection points with SmartTrack/RER but also has a higher duplication of service area as a result - high connectivity to existing and planned surface transit routes with very high existing ridership - brings passengers to the top of the CBD, thus potentially diverting customers from King/St Andrew and Dundas/St Patrick stations and reducing sidewalk crowding	-Key disadvantage is inability to connect with SmartTrack while still overlapping with its service area along King - Does not address station crowding at King station - less space at potential stations for supporting infrastructure	- connects with SmartTrack but would potentially suffer from a high degree of duplication with that service along King - Does not address station crowding at King station - high connectivity to existing and planned eastern waterfront surface transit routes with very high existing ridership	- connects with SmartTrack but would potentially result in a high degree of duplication compared to a Queen alignment - Does not address station crowding at King station - high connectivity to existing and planned eastern waterfront surface transit routes with high existing ridership

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Experience</b>								
Proximity to Key Destinations	What is the ability to provide transit service to key destinations (hospitals, daycare centres, seniors/ retirement homes, other care facilities, education facilities, libraries, community centres, recreation centres, major employment centres, shopping malls, attractions, government offices, social service centres, transit hubs, etc.)?	Quantitative - Number of key destinations within 500 m radius of the stations for each corridor  List the key destinations served and describe their scale	 <p>Improves access to Key Destinations such as: -Art Gallery of Ontario (AGO) -Opera House -City Hall -Old City Hall -Nathan Phillips Square -Toronto Eaton Centre -Massey Hall -Daniels Spectrum</p> <p>Improves access to key Health Facilities such as: -Bridgepoint Health -St. Michael's Hospital -"Hospital Row" on University Avenue, including Toronto General Hospital, Mount Sinai Hospital, Princess Margaret Cancer Centre, Peter Munk Cardiac Centre, Hospital for Sick Children, and Toronto Rehab</p> <p>Improves access to key Universities and Colleges such as: -Ryerson University</p>	 <p>Improves access to Key Destinations such as: -Art Gallery of Ontario (AGO) -Opera House -City Hall -Old City Hall -Nathan Phillips Square -Toronto Eaton Centre -Massey Hall -Daniels Spectrum</p> <p>Improves access to key Health Facilities such as: -St. Michael's Hospital -"Hospital Row" on University Avenue, including Toronto General Hospital, Mount Sinai Hospital, Princess Margaret Cancer Centre, Peter Munk Cardiac Centre, Hospital for Sick Children, and Toronto Rehab</p> <p>Improves access to key Universities and Colleges such as: -Ryerson University</p>	 <p>Improves access to Key Destinations such as: -Art Gallery of Ontario (AGO) -Opera House -City Hall -Old City Hall -Nathan Phillips Square -Toronto Eaton Centre -Massey Hall -Daniels Spectrum</p> <p>Improves access to key Health Facilities such as: -St. Michael's Hospital -"Hospital Row" on University Avenue, including Toronto General Hospital, Mount Sinai Hospital, Princess Margaret Cancer Centre, Peter Munk Cardiac Centre, Hospital for Sick Children, and Toronto Rehab</p> <p>Improves access to key Universities and Colleges such as: -Ryerson University</p>	 <p>Improves access to Key Destinations such as: -Metro Hall -Metro Toronto Convention Centre North -Roy Thompson Hall -Union Station -Air Canada Centre -Sony Centre for Performing Arts -Distillery District -St. Lawrence Market</p> <p>Improves access to key Health Facilities such as: -Bridgepoint Health</p> <p>Improves access to key Universities and Colleges such as: -George Brown College</p>	 <p>Improves access to Key Destinations such as: -Metro Hall -Metro Toronto Convention Centre North -Roy Thompson Hall -Union Station -Air Canada Centre -Sony Centre for Performing Arts -Distillery District -St. Lawrence Market</p> <p>Does not improve access to any key Health Facilities</p> <p>Improves access to key Universities and Colleges such as: -George Brown College</p>	 <p>Improves access to Key Destinations such as: -Metro Hall -Metro Toronto Convention Centre North -Roy Thompson Hall -Union Station -Air Canada Centre -Sony Centre for Performing Arts -Distillery District -St. Lawrence Market</p> <p>Does not improve access to any key Health Facilities</p> <p>Improves access to key Universities and Colleges such as: -George Brown College</p>
Relief to Existing Subway Network (Danforth)	How much relief will the option provide to the Yonge Subway Line, Yonge-Bloor Station and the Bloor/Danforth subway, compared to other options?	Qualitative - Proximity to Bloor-Yonge Station, representing catchment area for diversion  Quantitative – Number of existing daily riders entering the station	 <p>As a result of location at the western end of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 28,860</p>	 <p>As a result of location in the central portion of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 25,100</p>	 <p>As a result of location in the central portion of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 25,100</p>	 <p>As a result of location at the western end of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 28,860</p>	 <p>As a result of location in the central portion of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 25,100</p>	 <p>As a result of location in the central portion of the study area, and higher number of daily passengers at the station, more diversion potential expected.</p> <p>Existing Daily Originating Passengers: 25,100</p>
Relief to Existing Subway Network (Downtown)	How much relief will the option provide to the Yonge Subway Line, Yonge-Bloor Station, Union Station and the Bloor/Danforth subway, compared to other options?	Qualitative – Proximity to the centroid of employment density, representing ability to divert trips from existing subway network  Quantitative – existing boardings and alightings at downtown subway stations, serving as an indicator of transit demand	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at Queen and Osgoode: 78,000</p>	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at Queen and Osgoode: 78,000</p>	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at Queen and Osgoode: 78,000</p>	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at King and St. Andrew: 115,000</p>	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at King and St. Andrew: 115,000</p>	 <p>Proximate to the centroid of employment in the financial district.</p> <p>Combined boardings and alightings at King and St. Andrew: 115,000</p>

			Corridors					
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<b>Experience</b>								
Interchange Station Design (Danforth)	What is the ability for the station layout/design to function well as a new interchange station?	Qualitative – assessment of features at existing subway stations, such as bus loops, accessibility features, number of existing entrances, etc.						
Interchange Station Design (Downtown)	What is the ability for the station layout/design to function well as a new interchange station?	Qualitative – assessment of features at existing subway stations, such as bus loops, accessibility features, number of existing entrances, etc.						
Proximity to key destinations for potential future northern extension	What is the future ability to serve customers and key destinations such as Thorncliffe Park and Flemingdon Park?	Qualitative – comment on the ability to provide stations on the future alignment which would serve people and destinations north of the Danforth, based on population and employment						
Proximity to key destinations for potential future western extension	What is the future ability to serve customers and destinations west of the downtown such as Liberty Village, Parkdale and Roncesvalles?	Qualitative – comment on the ability to provide stations on the future alignment which would serve people and destinations west of the downtown, based on population and employment						

			Corridors					
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<b>Experience</b>								
Travel Time	How long will it take to get from the Danforth to the downtown?	Quantitative – Estimated travel time from Danforth to Downtown, which will vary based on distance, number of stations and alignment	 Travel time savings (Coxwell to Queen Stations) estimated at 11% or 2.3 mins  Via Relief Line: 18.6 mins Via existing subway: 20.9 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>	 Travel time savings (Coxwell to Queen Stations) estimated at 17% or 3.5 mins  Via Relief Line: 17.4 mins Via existing subway: 20.9 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>	 Travel time savings (Coxwell to Queen Stations) estimated at 6% or 1.3 mins  Via Relief Line: 19.6 mins Via existing subway: 20.9 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>	 Travel time savings (Coxwell to King Stations) estimated at 9% or 2.0 mins  Via Relief Line: 20.1 mins Via existing subway: 22.1 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>	 Travel time savings (Coxwell to King Stations) estimated at 19% or 4.2 mins  Via Relief Line: 17.9 mins Via existing subway: 22.1 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>	 Travel time savings (Coxwell to King Stations) estimated at 14% or 3.0 mins  Via Relief Line: 19.1 mins Via existing subway: 22.1 mins  <i>*Dependent on alignment; ultimate number of stations included on the alignment will also affect travel time.</i>
Relief to Yonge Subway Line	How much relief will the corridor provide to the Yonge Subway line?	Quantitative – Reduction in AM peakhour ridership southbound on Yonge Subway south of Bloor	 9% reduction*	 9% reduction*	 8% reduction*	 11% reduction*	 10% reduction*	 10% reduction*
Relief to Bloor-Yonge Station	How much relief will the corridor provide to the Bloor/Yonge Station?	Quantitative - Reduction in passengers transferring in AM peak hour between BD Subway (westbound) and Yonge Subway (southbound)	 31% reduction*	 32% reduction*	 23% reduction*	 35% reduction*	 34% reduction*	 34% reduction*
Relief to Union Station	How much relief will the corridor provide to Union Station?	Quantitative - Reduction in passengers using Union Station in AM peak hour	 10% <b>increase</b> in alightings from Finch to Vaughan trains*  Negligible effect on overall Union subway station usage during AM peak hour*  1% decrease in overall passengers using Union Station GO Rail services during AM peak hour*	 13% <b>increase</b> in alightings from Finch to Vaughan trains*  Negligible effect on overall Union subway station usage during AM peak hour*  1% decrease in overall passengers using Union Station GO Rail services during AM peak hour*	 13% <b>increase</b> in alightings from Finch to Vaughan trains*  1% increase to overall Union subway station usage during AM peak hour*  Negligible change to overall number of passengers using Union Station GO Rail services during AM peak hour*	 10% <b>decrease</b> in alightings from Finch to Vaughan trains*  1% decrease to overall Union subway station usage during AM peak hour*  1% decrease in overall passengers using Union Station GO Rail services during AM peak hour*	 11% <b>decrease</b> in alightings from Finch to Vaughan trains*  4% decrease to overall Union subway station usage during AM peak hour*  1% decrease in overall passengers using Union Station GO Rail services during AM peak hour*	 10% <b>decrease</b> in alightings from Finch to Vaughan trains*  1% decrease to overall Union subway station usage during AM peak hour*  1% decrease in overall passengers using Union Station GO Rail services during AM peak hour*
Relief to Bloor-Danforth Subway Line	How much relief will the corridor provide to the Bloor/Danforth line?	Quantitative - Reduction in AM peak hour ridership westbound on BD Subway west of Sherbourne	 22 % reduction*	 29% reduction*	 16% reduction*	 30% reduction*	 30% reduction*	 30% reduction*
Relief to Surface Transit Route	How much relief will the option provide to surface routes?	Quantitative – Improvement to surface routes with capacity deficiencies (measured by improvement to volume-to-capacity ratios for routes with capacity deficiencies)	 Option would bring Queen streetcar ridership just below or at theoretical capacity and King streetcar ridership well below theoretical capacity**  Queen Streetcar: Reduction of 200* passengers in AM peak hour King Streetcar: Reduction of 1400* passengers during AM peak hour	 Option would bring King and Queen streetcar ridership well below theoretical future capacity**  Queen Streetcar: Reduction of 1100* passengers in AM peak hour King Streetcar: Reduction of 1400* passengers during AM peak hour	 Option would bring King and Queen streetcar ridership well below theoretical future capacity  Queen Streetcar: Reduction of 1500* passengers in AM peak hour King Streetcar: Reduction of 1600* passengers during AM peak hour	 Option would bring King and Queen streetcar ridership well below theoretical future capacity**  Queen Streetcar: Reduction of 900* passengers in AM peak hour King Streetcar: Reduction of 2000* passengers during AM peak hour	 Option would bring King and Queen streetcar ridership well below theoretical future capacity**  Queen Streetcar: Reduction of 1100* passengers in AM peak hour King Streetcar: Reduction of 1900* passengers during AM peak hour	 Option would bring King and Queen streetcar ridership well below theoretical future capacity**  Queen Streetcar: Reduction of 1700* passengers in AM peak hour King Streetcar: Reduction of 1800* passengers during AM peak hour

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Experience</b>								
Relief Line Ridership	How much ridership will this corridor attract?	Quantitative - AM peak period total boardings on the Relief Line	 AM Peak Boardings: 14,600*	 AM Peak Boardings: 21,500*	 AM Peak Boardings: 20,700*	 AM Peak Boardings: 26,800*	 AM Peak Boardings: 24,400*	 AM Peak Boardings: 28,300*
Total Transit Ridership	How much total ridership can be expected on transit routes with this corridor?	Quantitative - Total transit ridership within model area during the AM Peak Period	 Net new daily riders: 5,800*	 Net new daily riders: 7,800*	 Net new daily riders: 9,800*	 Net new daily riders: 15,100*	 Net new daily riders: 10,700*	 Net new daily riders: 17,600*
<b>Experience - Summary</b>								
<b>Experience - Guiding Points</b>			<ul style="list-style-type: none"> <li>- Serves the most key destinations along its length</li> <li>- Less able to serve Liberty Village along a future western extension.</li> <li>- Opportunity to use pre-built east-west station elements at Queen and Osgoode</li> <li>- Expected to attract the fewest new riders overall</li> <li>- Predicted to provide significant relief to the existing streetcar network</li> <li>- Less able to serve developments at Cosburn along a future northern extension because its catchment area is limited by the Don Valley to the west</li> </ul>	<ul style="list-style-type: none"> <li>- Serves most key destinations along its length</li> <li>- Opportunity to use pre-built east-west station elements at Queen and Osgoode</li> <li>- Less able to serve Liberty Village along a future western extension.</li> <li>- Expected to attract fewer new riders overall</li> <li>- Predicted to provide significant relief to the existing streetcar network and on Line 2 west of Broadview</li> <li>- Greatest potential to serve destinations such as Thorncliffe Park along a future northern extension</li> </ul>	<ul style="list-style-type: none"> <li>- Serves the most key destinations along its length</li> <li>- Opportunity to use pre-built east-west station elements at Queen and Osgoode</li> <li>- Less able to serve Liberty Village along a future western extension</li> <li>- Expected to attract a relatively moderate number of new riders</li> <li>- Predicted to provide significant relief to the existing streetcar network</li> <li>- Greatest potential to serve destinations such as Thorncliffe Park along a future northern extension</li> </ul>	<ul style="list-style-type: none"> <li>- Serves fewer key destinations along its length compared to Queen corridors</li> <li>- Able to serve Liberty Village and the highest population/employment along a future western extension</li> <li>- Expected to attract a relatively high number of new riders</li> <li>- Predicted to provide significant relief to the existing streetcar network and on Line 2 west of Broadview</li> <li>- Less able to serve developments at Cosburn along a future northern extension because its catchment area is limited by the Don Valley to the west</li> </ul>	<ul style="list-style-type: none"> <li>- Serves fewer key destinations along its length compared to Queen corridors</li> <li>- Able to serve Liberty Village and the highest population/employment along a future western extension</li> <li>- Expected to attract a relatively moderate number of new riders</li> <li>- Predicted to provide significant relief to the existing streetcar network and on Line 2 west of Broadview</li> <li>- Greatest potential to serve destinations such as Thorncliffe Park along a future northern extension</li> </ul>	<ul style="list-style-type: none"> <li>- Serves fewer key destinations along its length compared to Queen corridors</li> <li>- Able to serve Liberty Village and the highest population/employment along a future western extension</li> <li>- Expected to attract the highest number of new riders amongst the corridors considered</li> <li>- Predicted to provide significant relief to the existing streetcar network and on Line 2 west of Broadview</li> <li>- Greatest potential to serve destinations such as Thorncliffe Park along a future northern extension</li> </ul>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Social Equity</b>								
Improving Service to Neighbourhood Improvement Areas	What is the ability to serve the City's disadvantaged residents?	Quantitative - City of Toronto Neighbourhood Equity Score weighted by population within a 500 m radius of the potential station areas of the corridor	 <p>-Potential for a station in the middle of Regent Park redevelopment (Dundas/Sumach) -Improves service to the Queen corridor, which has greater equity needs than the King corridor -Improves service to Broadview station, which has less equity needs than Pape Station -Corridor likely to have fewer stations, resulting in less local access - highest population served weighted by NES despite having the fewest proposed stations amongst corridor alternatives Population x NES: 19,700</p>	 <p>-Potential to improve service to Regent Park (potential station at Queen / Sumach is within 500 m of the southern portion of Regent Park) -Improves service along the Queen corridor, which has greater equity needs than the King corridor -Improves service to Pape station, which has more equity needs than Broadview Station Population x NES: 18,900</p>	 <p>-Potential to improve service to Regent Park (potential station at King / Sumach is within 500 m of the southern portion of Regent Park) -Improves service along the Queen corridor, which has greater equity needs than the King corridor -Improves service to Pape station, which has more equity needs than Broadview Station Population x NES: 19,000</p>	 <p>-Option does not serve Regent Park -Improves service along the King corridor, which has less equity needs than the Queen corridor -Improves service to Broadview station, which has less equity needs than Pape station Population x NES: 12,800</p>	 <p>-Potential to improve service to Regent Park (potential station at King / Sumach is within 500 m of the southern portion of Regent Park) -Improves service along the King corridor, which has less equity needs than the Queen corridor -Improves service to Pape Station, which has more equity needs than Broadview Station Population x NES: 15,500</p>	 <p>-Option does not serve Regent Park -Improves service along the King corridor, which has less equity needs than the Queen corridor -Improves service to Pape Station, which has more equity needs than Broadview Station -Corridor likely to have more stations, resulting more local access Population x NES: 14,700</p>
Supporting Equity in Mobility by Gender, Income, Family Status, and Age Class	Does the option improve transit access and support broad transit mobility needs of genders, income groups, family statuses and age groups in consideration of the objective to improve equity for all groups?	Qualitative – demographic analysis to identify concentrations of households with low income, unemployment, single parents (female headed households), seniors and youths Qualitative – describe how options may support greater equity in terms of gender, class, family status and age groups	 <p>Despite Corridor A having the lowest number of proposed new stations, the corridor as a whole serves the greatest absolute number of individuals in several equity-seeking groups including: low-income persons, recent immigrants, market and subsidized housing tenants, and unemployed persons.  These numbers are largely accumulated at the proposed Regent Park station (Dundas at Sumach) and Moss Park (Shuter and Sherbourne). Further, there is a relatively higher proportion of individuals in equity-seeking groups living along the Queen corridor into the downtown, compared to King.</p>	 <p>Corridor B1 as a whole does not excel in any one equity-seeking category; regardless, the results suggest it could serve a large number of female-headed single-parent households, children, and recent immigrants. Together with B2, Corridor B1 serves a notable number of low income as well as market and subsidized tenants.  These numbers are mainly accumulated at Queen-Sumach (just south of Regent Park) and Queen-Sherbourne (Moss Park). Further, there is a relatively higher proportion of individuals in equity-seeking groups living along the Queen corridor into the downtown, compared to King.</p>	 <p>Corridor B2 as a whole does not stand out in any single category with the exception of children under 18 and seniors (65+). Regardless, the results suggest it could serve a large number of female-headed single-family households, and unemployed persons. Together with B1, Corridor B2 serves a notable number of low income as well as market and subsidized tenant households.  These numbers are mainly accumulated at King-Sumach (south of Regent Park) and Queen-Sherbourne (Moss Park). Further, there is a relatively higher proportion of individuals in equity-seeking groups living along the Queen corridor into the downtown, compared to King.</p>	 <p>Corridor C as a whole serves the fewest disadvantaged, equity-seeking individuals both proportionally and absolutely.  These numbers are mainly accumulated at King-Sherbourne, where higher numbers of equity-seeking individuals reside; however, the benefits of serving this station are outweighed by the relatively poorer performance of Front-Cherry and King stations downtown.</p>	 <p>Corridor D1 as a whole does not stand out in any single category in absolute terms. Speaking relative the population served, it serves the highest proportion of tenants living in subsidized housing. It also serves a moderate number of low-income individuals as well as children under 18.  These numbers are mainly accumulated at King-Sumach (south of Regent Park) and at King-Sherbourne, where higher numbers of equity-seeking individuals reside; however, the benefits of King-Sumach and King-Sherbourne are outweighed by the lower performance of the King stations downtown.</p>	 <p>Corridor D2 as a whole does not stand out in any single category. It does serve an overall high number of seniors (65+) and a notable number of low-income individuals.  These numbers are mainly accumulated at King-Sherbourne, where higher numbers of equity-seeking individuals reside; however, the benefits of serving this station are outweighed by the relatively poorer performance of Front-Cherry and King stations downtown.</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Social Equity</b>								
<b>Social Equity - Summary</b>								
<b>Social Equity - Guiding Points</b>			<ul style="list-style-type: none"> <li>-Provides best access to Regent Park, a high density designated neighbourhood improvement area</li> <li>- Station at Shuter-Sherbourne provides service to Moss Park, a neighbourhood with high equity-seeking population density</li> <li>- Corridor has the fewest proposed stations yet the highest absolute number of individuals served</li> </ul>	<ul style="list-style-type: none"> <li>- While it may provide slightly less access to Regent Park than Corridor A, the potential station at Queen/Sumach captures some of the Regent Park population within the 500 m buffer</li> <li>- Station at Queen-Sherbourne provides service to Moss Park, a neighbourhood with high equity-seeking population density</li> <li>- Overall, the corridor travels through the areas of greater need across its length, connecting the Queen corridor to Pape Station</li> </ul>	<ul style="list-style-type: none"> <li>- While it may provide slightly less access to Regent Park than Corridor A, the potential station at King or Queen at Sumach captures some of the Regent Park population within the 500 m buffer</li> <li>- Station at Queen-Sherbourne provides service to Moss Park, a neighbourhood with high equity-seeking population density</li> <li>- Overall, the corridor travels through the areas of greater need across its length, connecting the Queen corridor to Pape Station</li> </ul>	<ul style="list-style-type: none"> <li>- Provides little access to Regent Park</li> <li>-With the exception of King-Sherbourne, the King corridor performs serves a lower social equity function than Queen</li> </ul>	<ul style="list-style-type: none"> <li>- Provides some access to Regent Park at proposed King/Sumach station</li> <li>-With the exception of King-Sherbourne, the King corridor performs serves a lower social equity function than Queen</li> <li>- Serves areas of greater need east of the Don River along Pape</li> </ul>	<ul style="list-style-type: none"> <li>-Provides little access to Regent Park</li> <li>-With the exception of King-Sherbourne, the King corridor performs serves a lower social equity function than Queen</li> <li>- Serves areas of greater need east of the Don River along Pape</li> </ul>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Shaping the City</b>								
Serving Areas of Existing Population	What is the ability to serve people within station area?	Quantitative - number of people within 500 m radius of each station	 -Existing population density is high 2011 Total Population: 46,005 2011 Population Density: 105 ppl/ha	 -Existing population density is high 2011 Total Population: 45,360 2011 Population Density: 89 ppl/ha	 -Existing population density is high 2011 Total Population: 47,166 2011 Population Density: 80 ppl/ha	 -Existing population density is high but total population catchment is slightly lower due to fewer stations and catchment overlap 2011 Total Population: 40,262 2011 Population Density: 80 ppl/ha	 -Existing population density is high 2011 Total Population: 44,001 2011 Population Density: 87 ppl/ha	 -Existing population density is high 2011 Total Population: 43,985 2011 Population Density: 76 ppl/ha
Serving Areas of Planned Population Growth	What is the ability to serve areas of planned population growth?	Quantitative – forecast future number of people within 500 m radius of each station (reflecting physical barriers)	 Travels through areas of highest future population density, including Regent Park and the Queen corridor through downtown. The Queen corridor station catchments capture planned population growth on King St. In the Downtown area, most residential growth is likely to take place south of Queen St given the largely stable residential character of the Mixed Use designated areas north of Queen, and the Queen West HCD west of University. 2041 Total Population: 118,481 2041 Population Density: 270 ppl/ha	 Travels through areas of high future population density, including Pape Station and the Queen corridor downtown. The Queen corridor station catchments capture planned population growth on King St. In the Downtown area, most residential growth is likely to take place south of Queen St given the largely stable residential character of the Mixed Use designated areas north of Queen, and the Queen West HCD west of University. East of the Don, development along Queen St may eventually be constrained by a Queen St E HCD. 2041 Total Population: 117,746 2041 Population Density: 230 ppl/ha	 Travels through areas of high future population density, including Pape Station and the Queen corridor downtown. The Queen corridor station catchments capture planned population growth on King St. In the Downtown area, most residential growth is likely to take place south of Queen St given the largely stable residential character of the Mixed Use designated areas north of Queen, and the Queen West HCD west of University. 2041 Total Population: 121,729 2041 Population Density: 207 ppl/ha	 Future population density is slightly less at Broadview station and through the King corridor downtown; however, most significant population growth downtown will likely be closer to King St. East of the Don, development along Queen St may eventually be constrained by a Queen St E HCD. 2041 Total Population: 102,904 2041 Population Density: 205 ppl/ha	 Future population density is slightly less through the King corridor downtown; however, most significant population growth downtown will likely be closer to King St. East of the Don, development along Queen St may eventually be constrained by a Queen St E HCD. 2041 Total Population: 109,709 2041 Population Density: 216 ppl/ha	 Future population density is slightly less through the King corridor downtown; however, most significant population growth downtown will likely be closer to King St. 2041 Total Population: 104,413 2041 Population Density: 180 ppl/ha

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<b>Shaping the City</b>								
<b>Compatibility with City Planning Policies</b>	Does the option support the city's planning policies?	<p>Qualitative – Descriptive of whether the option supports the growth intentions of the official plan or relevant planning studies within the station area (i.e. is the station located within the Downtown, Central Waterfront, or a Centre, Avenue or Employment District in the urban structure?)</p> <p>Quantitative – percentage of land within 500 m radius of stations along the corridor designated as mixed-use area</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve Mixed Use Area west of the downtown. However, redevelopment along Queen St West will be constrained by the Queen St West Heritage Conservation District. Southern edge of corridor would serve Regeneration Areas west of the downtown. Queen St between Bay and John falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>West of the Don:</b> Potential to serve the King-Parliament and West Don Lands Regeneration Areas. Regeneration Areas are intended to attract significant levels of employment, commercial and residential uses.</p> <p>Would serve Mixed Use Areas and Apartment Neighbourhoods as designated in the City's Official Plan. Mixed use development on the north side of Queen will be limited by adjacent stable neighbourhoods. Queen St between Jarvis and Parliament falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>East of the Don:</b> Potential to serve Mixed Use Areas and Neighbourhoods. Potential to improve service and support transit-oriented development along Queen Street, which is designated as an Avenue. Potential to serve Employment areas north and south of Eastern Ave and at Dundas/Carlaw.</p> <p><b>Danforth:</b> Broadview located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>23% Mixed-Use 8% Regeneration Areas</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve Mixed Use Area west of the downtown. However, redevelopment along Queen St West will be constrained by the Queen St West Heritage Conservation District. Southern edge of corridor would serve Regeneration Areas west of the downtown. Queen St between Bay and John falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>West of the Don:</b> Potential to serve the King-Parliament and West Don Lands Regeneration Areas. Regeneration Areas are intended to attract significant levels of employment, commercial and residential uses.</p> <p>Would serve Mixed Use Areas and Apartment Neighbourhoods as designated in the City's Official Plan. Mixed use development on the north side of Queen will be limited by adjacent stable neighbourhoods. Queen St between Jarvis and Parliament falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>East of the Don:</b> Potential to serve Mixed Use Areas and Neighbourhoods. Potential to improve service and support transit-oriented development along Queen Street, which is designated as an Avenue. Potential to serve Employment areas north and south of Eastern Ave and at Dundas/Carlaw.</p> <p><b>Danforth:</b> Pape located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>23% Mixed-Use 10% Regeneration Areas</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve Mixed Use Area west of the downtown. However, redevelopment along Queen St West will be constrained by the Queen St West Heritage Conservation District. Southern edge of corridor would serve Regeneration Areas west of the downtown. Queen St between Bay and John falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>West of the Don:</b> Potential to serve the King-Parliament and West Don Lands Regeneration Areas. Regeneration Areas are intended to attract significant levels of employment, commercial and residential uses.</p> <p>Would serve Mixed Use Areas and Apartment Neighbourhoods as designated in the City's Official Plan. Queen St between Jarvis and Parliament falls within flight path protection area for St. Michael's Hospital. However, significant heights still possible.</p> <p><b>East of the Don:</b> Potential to serve Mixed Use Areas and Neighbourhoods at Pape and Queen. Serves regeneration area in the Port Lands.</p> <p>Pape-oriented corridors that extend south of Eastern serve the greatest amount of lands designated for Employment, which are intended to accommodate significant numbers of jobs. Would provide direct service to potentially significant employment area on former Unilever lands, employment lands south of Eastern Ave and employment lands along Carlaw. Potential to serve Regeneration lands in the Port Lands.</p> <p><b>Danforth:</b> Pape located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>20% Mixed-Use 9% Regeneration Areas</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve significant Regeneration Areas west of the downtown.</p> <p><b>West of the Don:</b> The King St-oriented corridors serve the greatest amount of land designated as Regeneration Areas, which are intended to attract significant levels of employment, commercial and residential uses. Would serve King-Parliament, West Don Lands Keating Channel precinct Regeneration areas.</p> <p>Potential to serve Mixed Use Areas as designated in the City's Official Plan.</p> <p>East of the Don: Potential to serve Mixed Use areas at Gerrard/Broadview and Mixed Use areas at Queen/Broadview. Alignment would also serve Neighbourhoods along Broadview corridor.</p> <p>Potential to serve the employment lands on former Unilever site, though not with direct or convenient access. Potential to serve employment lands at Eastern/McGee.</p> <p><b>Danforth:</b> Broadview located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>23% Mixed-Use 12% Regeneration Areas</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve significant Regeneration Areas west of the downtown.</p> <p><b>West of the Don:</b> The King St-oriented corridors serve the greatest amount of land designated as Regeneration Areas, which are intended to attract significant levels of employment, commercial and residential uses. Would serve King-Parliament and West Don Lands Regeneration areas.</p> <p>Potential to serve Mixed Use Areas as designated in the City's Official Plan.</p> <p><b>East of the Don:</b> Potential to serve Mixed Use areas at Gerrard/Broadview and Mixed Use areas at Queen/Broadview. Alignment would also serve Neighbourhoods along Broadview corridor.</p> <p>Potential to serve the employment lands on former Unilever site, though not with direct or convenient access. Potential to serve employment lands at Eastern/McGee.</p> <p><b>Danforth:</b> Broadview located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>23% Mixed Use 12% Regeneration Areas</p>	 <p><b>Downtown:</b> Corridor is within the Downtown Core and Central Waterfront Areas and is in a Mixed Use Area. Corridor would serve significant Regeneration Areas west of the downtown.</p> <p><b>West of the Don:</b> The King St-oriented corridors serve the greatest amount of land designated as Regeneration Areas, which are intended to attract significant levels of employment, commercial and residential uses. Would serve King-Parliament, West Don Lands Keating Channel precinct Regeneration areas.</p> <p>Potential to serve Mixed Use Areas as designated in the City's Official Plan. King and Front Streets are significant Mixed Use Areas served by this corridor.</p> <p><b>East of the Don:</b> Potential to serve Mixed Use Areas and Neighbourhoods. Potential to improve service and support transit-oriented development along Queen Street East, which is designated as an Avenue.</p> <p>Pape-oriented corridors that extend south of Eastern serve the greatest amount of lands designated for Employment, which are intended to accommodate significant numbers of jobs. Would provide direct service to potentially significant employment area on former Unilever lands, employment lands south of Eastern Ave and employment lands along Carlaw. Potential to serve Regeneration lands in the Port Lands.</p> <p><b>Danforth:</b> Pape located at the intersection of two Avenues and is in a Mixed Use area. Improved transit service would support future redevelopment along the Avenues.</p> <p>21% Mixed-Use 11% Regeneration Areas</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Shaping the City</b>								
<b>Existing Physical Barriers</b>	Are there any physical barriers (such as highways, valleys, rail corridors, disconnected street networks, retaining walls, fences, etc.) that impact connectivity or limit the future ability to implement transit-oriented development around the station?	Qualitative – Discussion of potential barriers, % of walk-up catchment area (i.e. 500 m radius of stations) lost, barriers to station entrances from people/jobs	 <p><b>Downtown:</b> No physical barriers limit the catchment area of this corridor through downtown</p> <p><b>Inline:</b> Catchment areas constrained by the Don Valley at Gerrard/Broadview (appx. 30% reduction) and at Regent Park (appx. 10% reduction) limited by the Don River</p> <p><b>Danforth:</b> Western side of the catchment area at Broadview Station is limited by the Don Valley and the Don Valley Parkway (appx. 40% reduction)</p>	 <p><b>Downtown:</b> No physical barriers limit the catchment area of this corridor through downtown</p> <p><b>Inline:</b> Catchment areas of potential stations reduced by the Don Valley and/or rail corridor at Queen/Broadview (appx. 30% reduction) and Queen/Sumach (appx. 5% reduction)</p> <p><b>Danforth:</b> No physical barriers limit the catchment area of Pape Station</p>	 <p><b>Downtown:</b> No physical barriers limit the catchment area of this corridor through downtown</p> <p><b>Inline:</b> Catchment areas of potential stations reduced by the Don Valley and/or rail corridor at Unilever (appx. 50% reduction) and King/Sumach (appx. 5% reduction)</p> <p><b>Danforth:</b> No physical barriers limit the catchment area of Pape Station</p>	 <p><b>Downtown:</b> Union Station Rail Corridor limits catchment area of potential downtown stations by 10% to 40% for King and Wellington stations, respectively; impact mitigated somewhat by PATH network through Union.</p> <p><b>Inline:</b> Catchment areas of all potential inline stations reduced by the Don Valley at Gerrard/Broadview (appx 30%), Queen/Broadview (appx. 30%). An approximate 10% reduction in walk-up catchment is possible at Front/Cherry and King/Sherbourne. Front/Sherbourne catchment would be further reduced by the rail corridor.</p> <p><b>Danforth:</b> Western side of the catchment area at Broadview Station is limited by the Don Valley and the Don Valley Parkway (appx. 40% reduction)</p>	 <p><b>Downtown:</b> Union Station Rail Corridor limits catchment area of potential downtown stations by 10% to 40% for King and Wellington stations, respectively; impact mitigated somewhat by PATH network through Union</p> <p><b>Inline:</b> Catchment areas of potential stations reduced by the Don Valley and/or rail corridor at Queen/Broadview (appx. 30% reduction) and King/Sumach (appx. 5% reduction)</p> <p><b>Danforth:</b> No physical barriers limit the catchment area of Pape Station</p>	 <p><b>Downtown:</b> Union Station Rail Corridor limits catchment area of potential downtown stations by 10% to 40% for King and Wellington stations, respectively; impact mitigated somewhat by PATH network through Union.</p> <p><b>Inline:</b> Catchment areas of potential stations reduced by the Don Valley and/or rail corridor at Unilever (appx. 50% reduction), Front/Cherry (appx. 10% reduction), and King/Sherbourne (appx. 10% reduction)</p> <p><b>Danforth:</b> No physical barriers limit the catchment area of Pape Station</p>
<b>Supporting City-Building Opportunities</b>	Does the option support new, planned or proposed development or opportunities for place-making?	Qualitative – Describe opportunities to support development areas, improve connectivity or enhance sense of place, with consideration for built form and development potential, area of potential opportunity sites	 <p>Supports new and emerging developments in Regent Park. Although this is a significant area of emerging development, it is the only such opportunity along this corridor.</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues.</p>	 <p>-Supports new and emerging developments in Broadview Loft District, West Don Lands and Distillery District</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues.</p> <p>Supports opportunities to establish Gerrard Square as major community hub.</p>	 <p>-Supports new and emerging developments in the Queen/Carlaw District, Unilever redevelopment site, Port Lands redevelopment, South of Eastern Employment District, West Don Lands and Distillery District</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues (Queen west of the Don and at Pape only).</p> <p>Supports opportunities to establish Gerrard Square as major community hub.</p>	 <p>-Supports new and emerging developments in the Broadview Loft District, West Don Lands and Distillery District</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues</p>	 <p>-Supports new and emerging developments in the Broadview Loft District, West Don Lands, and Distillery District</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues.</p> <p>Supports opportunities to establish Gerrard Square as major community hub.</p>	 <p>-Supports new and emerging developments in the Queen/Carlaw District, South of Eastern Employment District, Unilever Redevelopment Site, Port Lands redevelopment, Keating Channel Precinct, West Don Lands, and Distillery District</p> <p>Supports mid-rise, transit-oriented redevelopment along the Avenues</p> <p>Supports opportunities to establish Gerrard Square as major community hub.</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Shaping the City</b>								
<b>Partnership Opportunities for Transit-Oriented Development</b>	What are the development partnership opportunities available at the station location to encourage integration of station entrances with new mixed-use, transit-oriented development connecting development to transit, and participate in the cost-sharing of infrastructure such as station entrances?	Qualitative – assessment of soft sites within potential station areas / areas identified for station entrance buildings and other infrastructure	 <p>Queen/Sherbourne: Potential to integrate station as part of potential Moss Park Community Centre revitalization.</p> <p>Jarvis/Queen: Potential to integrate station at new development at SW corner of Queen/Jarvis or as part of a potential Moss Park redevelopment</p> <p>Broadview/Danforth: Potential to integrate station south of Danforth</p>	 <p>Queen/Sherbourne: Potential to integrate station as part of potential Moss Park Community Centre revitalization.</p> <p>Queen/Broadview: Potential to integrate station within redevelopment sites at SW corner.</p> <p>Gerrard/Pape: Potential to integrate station entrances as part of a potential redevelopment of Gerrard Square or Riverdale Shopping Center</p> <p>Pape/Danforth: Potential to integrate station across from Pape Station through potential redevelopment of surface parking lot</p>	 <p>Queen/Sherbourne: Potential to integrate station as part of potential Moss Park Community Centre revitalization.</p> <p>Eastern/Broadview : Potential to integrate station within Unilever redevelopment site.</p> <p>Gerrard/Pape: Potential to integrate station entrances as part of a potential redevelopment of Gerrard Square or Riverdale Shopping Center</p> <p>Pape/Danforth: Potential to integrate station across from Pape Station through potential redevelopment of surface parking lot</p>	 <p>Front/Sherbourne: Potential to integrate with new development at SE and NW corners</p> <p>Front/Cherry: Potential to integrate station into new development on the west side of Cherry at Front</p> <p>Queen/Broadview: Potential to integrate station within redevelopment sites at SW corner.</p> <p>Broadview/Danforth: Potential to integrate station south of Danforth</p>	 <p>Front/Sherbourne: Potential to integrate with new development at SE and NW corners</p> <p>'Queen/Broadview: Potential to integrate station within redevelopment sites at SW corner</p> <p>Gerrard/Pape: Potential to integrate station entrances as part of a potential redevelopment of Gerrard Square or Riverdale Shopping Center</p> <p>Pape/Danforth: Potential to integrate station across from Pape Station through potential redevelopment of surface parking lot</p>	 <p>Front/Sherbourne: Potential to integrate with new development at SE and NW corners</p> <p>Front/Cherry: Potential to integrate station into new development on the west side of Cherry at Front</p> <p>Eastern/Broadview : Potential to integrate station within Unilever redevelopment site.</p> <p>Gerrard/Pape: Potential to integrate station entrances as part of a potential redevelopment of Gerrard Square or Riverdale Shopping Center</p> <p>Pape/Danforth: Potential to integrate station across from Pape Station through potential redevelopment of surface parking lot</p>
<b>Shaping the City - Summary</b>								
<b>Shaping the City - Guiding Points</b>			<ul style="list-style-type: none"> <li>- Travels through the highest absolute and relative (density) population</li> <li>- While this corridor does support redevelopment in Regent Park, it provides the least connectivity to most areas of future redevelopment in the City (such as the Portlands and Unilever lands).</li> <li>- Stations east of the Don are limited to the west by the Don</li> </ul>	<ul style="list-style-type: none"> <li>-Travels through areas of high existing and future population density</li> <li>- Supports connectivity to many of the emerging developments in the study area</li> <li>- Development limited north of Queen ('Neighbourhood' designation)</li> <li>- Station walking catchments in this corridor are cumulatively the least limited by physical barriers compared to the other options</li> </ul>	<ul style="list-style-type: none"> <li>- Travels through areas of high existing and future population density</li> <li>- Provides the very good connectivity to areas of future development (Unilever, Portlands, etc.); however, misses some opportunities with its King/Sumach station compared to a Front/Cherry option with D2 and C</li> <li>- Development limited north of Queen ('Neighbourhood' designation)</li> <li>- Some of the station catchment areas are limited by physical constraints</li> </ul>	<ul style="list-style-type: none"> <li>- Travels through areas of lowest current and future population density</li> <li>- While this corridor does provide access to Front/Cherry, it provides less connectivity to the Unilever lands and the Portlands</li> <li>- Development along King corridor not significantly constrained any stable residential neighbourhoods</li> <li>- All stations within this corridor are limited by physical barriers to some degree (Don River at Broadview stations and the rail corridor along King stations)</li> </ul>	<ul style="list-style-type: none"> <li>-Travels through areas of high existing and future population; slightly lower than Queen, however, a majority of growth is anticipated directly along King on both sides</li> <li>- Support connectivity to many emerging developments in the study area</li> <li>- Development along King corridor not significantly constrained by stable residential neighbourhoods</li> <li>- Some of the station catchment areas are limited by physical constraints</li> </ul>	<ul style="list-style-type: none"> <li>-Travels through areas of high existing and future population; slightly lower than Queen, however, a majority of growth is anticipated directly along King on both sides</li> <li>- Provides the best connectivity to areas of future development (Unilever, Portlands, etc.)</li> <li>- Development along King corridor not significantly constrained by stable residential neighbourhoods</li> <li>- Some of the station catchment areas are limited by physical constraints</li> </ul>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Healthy Neighbourhoods</b>								
Compatibility with Existing Neighbourhoods	Are there opportunities to enhance existing neighbourhoods through improved connectivity or place-making? Are there potential impacts to existing stable residential neighbourhoods?	<p>Qualitative – Describe opportunities for neighbourhood improvement within 500 m radius of rapid transit station, with consideration for transition areas and integration of the station facilities with adjacent properties and surrounding neighbourhoods.</p> <p>List private residences potentially impacted by construction and long-term operations</p>						
			<p>Regent Park: Station would provide access to a dense apartment neighbourhood that is undergoing revitalization.</p> <p>Corridor will require tunnelling beneath stable neighbourhoods west of Parliament and between River and Broadview.</p> <p>Potential impacts to existing stable neighbourhood areas at Gerrard/Broadview and Broadview</p> <p>Stable neighbourhoods are within 500m of Queen/Sherbourne, but impacts are unlikely given distance. Greater impacts at Shuter/Sherbourne.</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>	<p>Queen/ Sherbourne: Station has potential to significantly contribute to revitalization of Moss Park and the community facilities there</p> <p>Queen/Sumach: Station has potential to impact stable neighbourhoods north and south of Queen</p> <p>Pape/Gerrard: Station could help to improve north-south connectivity across GO corridor. However, private residences to the north of the potential station area may be impacted.</p> <p>Corridor will require tunnelling under stable neighbourhoods at turn east of Carlaw</p> <p>Potential impacts to existing stable neighbourhood areas at Carlaw/Eastern and Pape</p> <p>Stable neighbourhoods are within 500m of Queen/Sherbourne, but impacts are unlikely given distance.</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>	<p>Queen/ Sherbourne: Station has potential to significantly contribute to revitalization of Moss Park and the community facilities there</p> <p>King/Sumach: Station has potential to impact stable neighbourhoods north of King</p> <p>Queen/Pape: Station has potential to impact stable neighbourhoods on either side of Pape</p> <p>Pape/Gerrard: Station could help to improve north-south connectivity across GO corridor. However, private residences to the north of the potential station area may be impacted.</p> <p>Corridor will require tunnelling beneath stable neighbourhoods east of Logan</p> <p>Stable neighbourhoods are within 500m of Queen/Sherbourne, but impacts are unlikely given distance.</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>	<p>Station at Gerrard/Broadview has potential to impact stable neighbourhoods which are in close proximity</p> <p>Front/Cherry: New station could be designed to mark the gateway to the West Don Lands and the Front St promenade</p> <p>Fewest anticipated below-grade impacts to residential properties</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>	<p>King/Sumach: Station has potential to impact stable neighbourhoods north of King</p> <p>Pape/Gerrard: Station could help to improve north-south connectivity across GO corridor</p> <p>Requires tunnelling beneath stable neighbourhoods at turn east of Carlaw</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>	<p>Queen/Pape: Station has potential to impact stable neighbourhoods on either side of Pape</p> <p>Pape/Gerrard: Station could help to improve north-south connectivity across GO corridor</p> <p>Front/Cherry: New station could be designed to mark the gateway to the West Don Lands and the Front St promenade</p> <p>Corridor will require tunnelling beneath stable neighbourhoods east of Logan</p> <p><i>*List of private residences impacted will become available at the alignment evaluation stage</i></p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Healthy Neighbourhoods</b>								
Opportunities for context-sensitive integration of the station facilities with adjacent properties and surrounding neighbourhoods	Are there opportunities for context-sensitive integration of the station facilities with adjacent properties and the surrounding neighbourhoods, and within existing buildings?	Qualitative – describe opportunities to integrate the station and station facilities with the existing neighbourhood	 <p>Downtown: Queen St stations have potential to impact the heritage setting.</p> <p>Queen/Jarvis: Opportunity to integrate station within new development or into Armoury site.</p> <p>Regent Park: New station would require careful design to ensure that is well integrated with new open space and aquatic centre</p> <p>Gerrard/Broadview: Will be difficult to integrate within existing buildings such as the Riverdale Library which is a heritage structure. Development on the south side of Gerrard would require the demolition of some main street structures.</p>	 <p>Downtown: Queen St stations have potential to impact the heritage setting.</p> <p>Queen/Sherbourne: station would require careful design to ensure that is well integrated with Moss Park and the community facilities there</p> <p>Stations at Sumach: Tight main street and neighbourhood fabric will challenge sensitive integration of station facilities</p> <p>Queen/Broadview: Soft site at SW corner may create opportunity for sensitive integration of station facilities</p> <p>Pape/Gerrard: Large sites and areas of surface parking will make it easier for more context-sensitive station facility integration</p>	 <p>Downtown: Queen St stations have potential to impact the heritage setting.</p> <p>Queen/Sherbourne: station would require careful design to ensure that is well integrated with Moss Park and the community facilities there.</p> <p>King/Sumach: Tight main street and neighbourhood fabric will challenge sensitive integration of station facilities.</p> <p>Queen/Pape: Tight main street fabric with neighbourhoods on either side of paper will create challenges for sensitive integration of station facilities</p> <p>Pape/Gerrard: Large sites and areas of surface parking will make it easier for more context-sensitive station facility integration</p> <p>Broadview/Eastern: Significant planned change creates the potential to integrate the station within the emerging neighbourhood.</p>	 <p>Downtown: Queen St stations have potential to impact the heritage setting.</p> <p>King/Sherbourne: Tight main street and neighbourhood fabric and below grade parking will challenge sensitive integration of station facilities.</p> <p>Redevelopment sites along Front St have better potential for context sensitive integration of station facilities.</p> <p>Cherry/Front: Redevelopment sites west of Cherry will help to facilitate more sensitive integration of station facilities.</p> <p>Gerrard/Broadview: Will be difficult to integrate within existing buildings such as the Riverdale Library which is a heritage structure. Development on the south side of Gerrard would require the demolition of some main street structures.</p> <p>Queen/Broadview: Soft site at SW corner may create opportunity for sensitive integration of station facilities</p>	 <p>Downtown: Large buildings and below grade parking will constrain the integration of station facilities</p> <p>King/Sherbourne: Tight main street and neighbourhood fabric and below grade parking will challenge sensitive integration of station facilities.</p> <p>Redevelopment sites along Front St have better potential for context sensitive integration of station facilities.</p> <p>King/Sumach: Tight main street and neighbourhood fabric will challenge sensitive integration of station facilities.</p> <p>Queen/Broadview: Soft site at SW corner may create opportunity for sensitive integration of station facilities</p> <p>Pape/Gerrard: Large sites and areas of surface parking will make it easier for more context-sensitive station facility integration</p>	 <p>Downtown: Large buildings and below grade parking will constrain the integration of station facilities</p> <p>King/Sherbourne: Tight main street and neighbourhood fabric and below grade parking will challenge sensitive integration of station facilities.</p> <p>Redevelopment sites along Front St have better potential for context sensitive integration of station facilities.</p> <p>Cherry/Front: Redevelopment sites west of Cherry will help to facilitate more sensitive integration of station facilities.</p> <p>Broadview/Eastern: Significant planned change creates the potential to integrate the station within the emerging neighbourhood.</p> <p>Queen/Pape: Tight main street fabric with neighbourhoods on either side of paper will create challenges for sensitive integration of station facilities</p> <p>Pape/Gerrard: Large sites and areas of surface parking will make it easier for more context-sensitive station facility integration</p>
Improving Access to Community Services and Facilities	Does the option improve access to schools, places of worship, and community service providers?  Does the option impact schools, places of worship and other community service providers?	Qualitative – List the key institutions and services to which access will be improved	 <p>Improves access to Community Centres, including: -Harrison Pool -John Innes CRC -Regent Park North RC -Regent Park South CC</p> <p>Improves access to schools, including: -St. Michael Choir School -CALC Secondary School</p>	 <p>Improves access to Community Centres, including: -Harrison Pool -John Innes CRC -Frankland CC -Matty Eckler CRC</p> <p>Improves access to schools, including: -St. Michael Choir School -Riverdale Collegiate Institute</p>	 <p>Improves access to Community Centres, including: -Harrison Pool -John Innes CRC -Jimmie Simpson RC/Park -Frankland CC -Matty Eckler CRC</p> <p>Improves access to schools, including: -St. Michael Choir School -Riverdale Collegiate Institute</p>	 <p>Improves access to Community Centres, including: -St. Lawrence Community Centre</p> <p>Improves access to schools and universities, including: -CALC Secondary School</p>	 <p>Improves access to Community Centres, including: -St. Lawrence Community Centre -Frankland CC -Matty Eckler CRC</p> <p>Improves access to schools and universities, including: -Riverdale Collegiate Institute</p>	 <p>Improves access to Community Centres, including: -St. Lawrence Community Centre -Jimmie Simpson RC/Park -Frankland CC -Matty Eckler CRC</p> <p>Improves access to schools and universities, including: -Riverdale Collegiate Institute</p>
<b>Healthy Neighbourhoods - Summary</b>								
<b>Healthy Neighbourhoods - Guiding Points</b>			Provides best access to community services and facilities, with a moderate degree of compatibility with existing neighbourhoods (from an impacts perspective) and multiple opportunities for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods	Provides best access to community services and facilities, with a high degree of compatibility with existing neighbourhoods, and some opportunity for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods	Provides best access to community services and facilities, with a high degree of compatibility with existing neighbourhoods, and some opportunity for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods	Provides the least access to community services and facilities, yet it is considered the most compatible with existing neighbourhoods (from an impacts perspective) with some opportunity for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods	Provides access to fewer community services and facilities, with a high degree of compatibility with existing neighbourhoods, and some opportunity for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods	Provides access to fewer community services and facilities, with a high degree of compatibility with existing neighbourhoods and multiple opportunities for placemaking and context-sensitive integration of station facilities into surrounding neighbourhoods

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Public Health &amp; Environment</b>								
<b>Impacts and Compatibility with natural environment</b>	<p>Does this corridor have any impacts to the natural environment that cannot be avoided at the alignment planning stage?</p> <p>Is there potential for temporary or permanent impacts on natural features?</p>	<p>Qualitative – list species (flora and fauna) that may be affected by the option</p> <p>Qualitative – assessment of whether station is located within an Environmentally Sensitive Area (ESA), a Heritage Conservation District (HCD), a Natural Heritage System (NHS) or an area of archaeological potential (or near to registered archaeological sites)</p> <p>Qualitative – opportunities for station construction to result in improvement to the natural environment</p>	 <p>- Potential stations not located within ESA, HCD, NHS, registered archaeological site; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Depending on alignment, may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Greater environmental impacts where the corridor crosses the Don on a future northern extension (longer crossing distance)</p>	 <p>- Potential stations not located within ESA, HCD, NHS, registered archaeological site; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Depending on alignment, may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Fewer environmental impacts where the corridor crosses the Don on a future northern extension (shorter crossing distance)</p>	 <p>- Potential stations not located within ESA, HCD, or registered archaeological site; First Gulf site located near boundary of a NHS which can be avoided at the alignment planning stage; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Depending on alignment, may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Fewer environmental impacts where the corridor crosses the Don on a future northern extension (shorter crossing distance)</p> <p><i>*Environmental soil and groundwater impacts at First Gulf are unknown as no information has been provided by the property owner</i></p>	 <p>- Potential stations not located within ESA, HCD, NHS, registered archaeological site; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Corridor crosses the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Greater environmental impacts where the corridor crosses the Don on a future northern extension (longer crossing distance)</p>	 <p>- Potential stations not located within ESA, HCD, NHS, registered archaeological site; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Depending on alignment, may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Fewer environmental impacts where the corridor crosses the Don on a future northern extension (shorter crossing distance)</p>	 <p>- Potential stations not located within ESA, HCD, or registered archaeological site; First Gulf site located near boundary of a NHS which can be avoided at the alignment planning stage; some station located in areas of archaeological potential</p> <p>- No flora or fauna of concern at station areas</p> <p>- Depending on alignment, may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar</p> <p>- Fewer environmental impacts where the corridor crosses the Don on a future northern extension (shorter crossing distance)</p> <p><i>*Environmental soil and groundwater impacts at First Gulf are unknown as no information has been provided by the property owner</i></p>
<b>Ability to Mitigate Natural Impacts</b>	<p>Are there ways to mitigate the natural impacts arising from this option?</p>	<p>Qualitative – ability to mitigate flooding risks or impacts to flora and fauna in the study area</p>	 <p>- Potential station locations not located within flood plain; little to no risk of station flooding</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p> <p>- Some possible alignment options may cross the former Consumers Gas coal-gasification works that are heavily impacted by coal tar.</p>	 <p>- Potential station locations not located within flood plain; little to no risk of station flooding</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p>	 <p>- Potential station at Unilever located within Don River flood plain; more difficult to mitigate against flooding risk</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p>	 <p>- Potential station locations not located within flood plain; little to no risk of station flooding</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p>	 <p>- Potential station locations not located within flood plain; little to no risk of station flooding</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p>	 <p>- Potential station at Unilever located within Don River flood plain; more difficult to mitigate against flooding risk</p> <p>- Impacts to flora and fauna will be temporary (during construction) and can be mitigated</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Public Health &amp; Environment</b>								
<b>Compatibility with Parks and Public Spaces</b>	Does the option create an opportunity to enhance parks and public spaces?  Is there potential for temporary or permanent impacts to parks?	Qualitative – Describe the opportunities to enhance parks and public spaces  List parks potentially impacted by the construction or long term operations	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including Nathan Phillips Square, Moss Park, Regent Park North, Regent Park South, Hubbard Park and Riverdale Park East  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including Nathan Phillips Square, Moss Park, Underpass Park, McLeary Park, Jimmie Simpson Park, Matty Eckler Playground  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including Nathan Phillips Square, Moss Park, Underpass Park, Corktown Common, Matty Eckler Playground  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including David Pecault Square, Berczy Park, St. James Park, Market Lane Park, Corktown Common, River Square, Underpass Park, Joel Weeks Park, Thompson Street Parkette, Hubbard Park, and Riverdale Park East  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including David Pecault Square, Berczy Park, St. James Park, Market Lane Park, Corktown Common, River Square, Underpass Park, Joel Weeks Park, McLeary Park, Jimmie Simpson Park, Matty Eckler Playground  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>	  -Depending on alignment, multiple parks and public spaces could potentially be impacted, including David Pecault Square, Berczy Park, St. James Park, Market Lane Park, Sackville Playground, River Square, Underpass Park, Joel Weeks Park, McLeary Park, Matty Eckler Playground  <i>*Full estimation of impacts to parks and public spaces, along with mitigation and enhancement measures, will be explored in the alignment evaluation stage</i>
<b>Encouraging People to use Public Transit and Drive Less</b>	How much less will people drive as a result of this alignment?	Quantitative – reduction in total vehicle kilometres travelled during the AM Peak Period Quantitative – reduction in auto mode share	 VKT Change: +10,300* Auto mode share change: -0.05%*	 VKT Change: -18,300* Auto mode share change: -0.08%*	 VKT Change: -23,000* Auto mode share change: -0.08%*	 VKT Change: -16,200* Auto mode share change: -0.13%*	 VKT Change: +3,900* Auto mode share change: -0.10%*	 VKT Change: -6,700* Auto mode share change: -0.16%*
<b>Public Health and Environment - Summary</b>								
<b>Public Health and Environment - Guiding Points</b>			- greater impact to the Don River for a future northern extension - no stations at risk of flooding - low impact to AM peak auto mode share and positive influence on AM peak VKT	- least impact to the Don River for a future northern extension - no stations at risk of flooding - minimal impact to AM peak auto mode share and VKT	- least impact to the Don River for a future northern extension - flood mitigation measures may be required at unilever site - minimal impact to AM peak auto mode share and VKT	- greater impact to the Don River for a future northern extension - no stations at risk of flooding - minimal impact to AM peak auto mode share and VKT	- least impact to the Don River for a future northern extension - no stations at risk of flooding - minimal impact to AM peak auto mode share and minor positive influence to AM peak VKT	- least impact to the Don River for a future northern extension - flood mitigation measures may be required at unilever site - minimal impact to AM peak auto mode share and VKT

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Affordability</b>								
Engineering Feasibility	Is the option possible to construct and how difficult will it be in comparison to other options? (Comparison of the downtown corridors)	<p>Qualitative - List key technical challenges associated with tunnel construction such as:</p> <ul style="list-style-type: none"> <li>-Geotechnical conditions / flooding characteristics</li> <li>-Compatibility with other major infrastructure projects (i.e. Coxwell Bypass sewer, flood protection landform at the West Donlands, etc.)</li> <li>-Availability of laydown / staging areas</li> </ul>	<p>- Crosses Don River further north where crossing distance is shortest; crosses well north of the flood protection landform</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along Queen Street; some space available on the north side of Queen between Albert and University for laydown / staging areas</li> <li>- Steam pipes running beneath Queen and Richmond; however, Queen pipes designed to accommodate a future subway thus pose fewer design complexities compared to a King/Wellington corridor</li> </ul>	<p>- Crosses the Don River further south where the crossing distance is greater; crosses just north of the flood protection landform</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along Queen Street; some space available on the north side of Queen between Albert and University for laydown / staging areas</li> <li>- Steam pipes running beneath Queen and Richmond; however, Queen pipes designed to accommodate a future subway thus pose fewer design complexities compared to a King/Wellington corridor</li> </ul>	<p>- The longest crossing of the Don Valley near the Unilever lands; will require tunnelling beneath the flood protection landform; mitigation measures required</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along Queen Street; some space available on the north side of Queen between Albert and University for laydown / staging areas</li> <li>- Steam pipes running beneath Queen and Richmond; however, Queen pipes designed to accommodate a future subway thus pose fewer design complexities compared to a King/Wellington corridor</li> </ul>	<p>- Crosses the Don River further south where the crossing distance is greater; crosses just north of the flood protection landform</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along King Street; limited space available for laydown / staging areas</li> <li>- Steam pipes running beneath King and Wellington were not designed to accommodate future below grade infrastructure; will require extensive utility relocation</li> </ul>	<p>- Crosses the Don River further south where the crossing distance is greater; crosses just north of the flood protection landform</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along King Street; limited space available for laydown / staging areas</li> <li>- Steam pipes running beneath King and Wellington were not designed to accommodate future below grade infrastructure; will require extensive utility relocation</li> </ul>	<p>- After B2 this option has the longest crossing of the Don Valley near the Unilever lands; will require tunnelling beneath the flood protection landform; mitigation measures required</p> <ul style="list-style-type: none"> <li>- Tight sub-surface building constraints along King Street; limited space available for laydown / staging areas</li> <li>- Steam pipes running beneath King and Wellington were not designed to accommodate future below grade infrastructure; will require extensive utility relocation</li> </ul>
Construction Impacts -Construction Impacts to Existing Transit Services -Traffic Impacts during Construction	<p>What is the ability to maintain existing transit service during construction (e.g. maintaining service on streetcar lines, subway station closures required, etc.)?</p> <p>What are the traffic impacts to local and arterial streets and intersections during the construction of the option?</p>	<p>Qualitative – assessment of number of transit routes to be affected, ridership on affected routes, impact to existing subway stations and ease of re-routing surface transit routes</p> <p>Qualitative - assessment of impacts to vehicular traffic based on the City of Toronto’s roadway classification system (i.e. Major Arterial, Minor Arterial, etc.)</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, Queen Street, Richmond Street), existing subway stations (Queen, Osgoode and Broadview) and surface transit routes. A total of 8 potential service disruptions to 4 streetcar routes (501, 502, 504, 505) at 5 open cut locations</p> <p>Transit ridership on Queen streetcar and at Queen and Osgoode subway stations is lower than the King streetcar and subways stations</p> <p>Opportunity to use Richmond in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at Queen/Sherbourne and Gerrard/Broadview stations</p> <p><b>Danforth:</b> Impacts may be more difficult to mitigate at Broadview station compared to Pape station, as a result of streetcar service to Broadview</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, Queen Street, Richmond Street), existing subway stations (Queen, Osgoode and Pape) and surface transit routes. A total of 8 potential service disruptions to 6 streetcar routes (501, 502, 504, 504, 505, 506) at 6 open cut locations</p> <p>Transit ridership on Queen streetcar and at Queen and Osgoode subway stations is lower than the King streetcar and subways stations</p> <p>Opportunity to use Richmond in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at Queen/Sherbourne, River/Queen, Queen/Broadview and Queen/Carlaw</p> <p><b>Danforth:</b> Pape station buses can be re-routed to alternate stations</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, King Street, Adelaide Street), existing subway stations (Queen, Osgoode and Pape) and surface transit routes. A total of 7 potential service disruptions to 5 streetcar routes (501, 502, 503, 504, 506) at 6 open cut locations</p> <p>Transit ridership on Queen streetcar and at Queen and Osgoode subway stations is lower than the King streetcar and subways stations</p> <p>Opportunity to use Richmond in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at Queen/Sherbourne, River/Queen, Queen/Broadview and Queen/Carlaw</p> <p><b>Danforth:</b> Pape station buses can be re-routed to alternate stations</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, King Street, Adelaide Street), existing subway stations (King, St. Andrew and Pape) and surface transit routes. A total of 17 potential disruptions to 7 streetcar routes (503, 504, 508, 501, 502, 505, 506) at 6 open cut sites</p> <p>Potential for impact to more transit users downtown, as ridership on King streetcar and at King and St. Andrew subway stations is higher than that of the Queen streetcar, and Queen and Osgoode subway stations</p> <p>Opportunity to use Wellington in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at King/Sherbourne, Queen/Broadview and Gerrard/Broadview</p> <p><b>Danforth:</b> Impacts may be more difficult to mitigate at Broadview station compared to Pape station, as a result of streetcar service to Broadview</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, King Street, Adelaide Street), existing subway stations (King, St. Andrew and Pape) and surface transit routes. A total of 15 potential service disruptions to 5 streetcar routes (503, 504, 508, 501, 506) at 6 open cut sites</p> <p>Potential for impact to more transit users downtown, as ridership on King streetcar and at King and St. Andrew subway stations is higher than that of the Queen streetcar, and Queen and Osgoode subway stations</p> <p>Opportunity to use Wellington Street in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at King/Sherbourne, Queen/Broadview and Queen/Carlaw</p> <p><b>Danforth:</b> Pape station buses can be re-routed to alternate stations</p>	<p><b>Downtown:</b> Construction within this corridor has the potential to impact Major Arterials in the downtown core, (Yonge Street, Bay Street, University Avenue, King Street, Adelaide Street), existing subway stations (King, St. Andrew and Pape) and surface transit routes. A total of 11 potential service disruptions to 4 streetcar routes (503, 504, 506, 508) at 6 open cut sites</p> <p>Potential for impact to more transit users downtown, as ridership on King streetcar and at King and St. Andrew subway stations is higher than that of the Queen streetcar, and Queen and Osgoode subway stations</p> <p>Opportunity to use Wellington Street in the downtown core, with fewer impacts to surface transit and traffic</p> <p><b>Inline:</b> Particular impacts to traffic and transit at King/Sherbourne, Queen/Broadview and Queen/Carlaw</p> <p><b>Danforth:</b> Pape station buses can be re-routed to alternate stations</p>

			Corridors					
Evaluation-Criteria	Description	Measure	A Broadview ↔ Queen	B1 Pape ↔ Queen via Queen	B2 Pape ↔ Queen via Unilever	C Broadview ↔ King	D1 Pape ↔ King via Queen then King	D2 Pape ↔ King via Unilever
<b>Affordability</b>								
Construction Costs	How much will it cost?	Qualitative – high level cost estimate (corridor evaluation will be based on \$250M/km and \$150M/station, plus special circumstances where known; alignment evaluation will include additional unit cost pricing where quantities can be calculated)	 \$3.3 billion <i>* Preliminary cost estimate of provided by the TTC</i>	 \$3.7 billion <i>* Preliminary cost estimate of provided by the TTC</i>	 \$4.1 billion <i>* Preliminary cost estimate of provided by the TTC</i>	 \$3.6 billion <i>* Preliminary cost estimate of provided by the TTC</i>	 \$3.7 billion <i>* Preliminary cost estimate of provided by the TTC</i>	 \$4.0 billion <i>* Preliminary cost estimate of provided by the TTC</i>
Minimize Property Acquisition Costs	How many properties will be impacted or need to be purchased to support the option?	Qualitative – Property Impacts, with consideration for platforms, primary and secondary access/egress, vertical circulation elements (VCE's), and service rooms.	 This corridor option would likely require property acquisitions at <b>six</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>	 This corridor option would likely require property acquisitions at <b>seven</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>	 This corridor option would likely require property acquisitions at <b>eight</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>	 This corridor option would likely require property acquisitions at <b>seven</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>	 This corridor option would likely require property acquisitions at <b>seven</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>	 This corridor option would likely require property acquisitions at <b>eight</b> potential station locations <i>*A full estimation of the property acquisition costs associated with each option will be known at the alignment phase</i>
Ease of Providing Connection to Storage Facility	How easy will it be to connect to a storage facility?  How many properties will be affected to connect to a storage facility?	Qualitative – General description of property requirements and construction complexity for providing connection to a Storage Facility  Quantitative – Identify the approximate number of properties affected  Qualitative – Comment on constructability and impact to TTC operations from engineering perspective	 -Further from Greenwood Yard; connection via GO Rail corridor likely infeasible as a result of 2.7 km length. Therefore, wye connection required -Use of TTC station property as staging space for wye track construction has the potential for disruption to streetcars -Potential use of existing third track available between Broadview and Chester <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>	 -Closer to Greenwood Yard -Connection via GO Rail corridor would require approximately 1 km long "service spur" -Use of TTC station property as staging space for wye track construction has the potential for disruption to buses; buses can be temporarily re-routed to other stations more easily than streetcars <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>	 -Closer to Greenwood Yard -Connection via GO Rail corridor would require approximately 1 km long "service spur" -Use of TTC station property as staging space for wye track construction has the potential for disruption to buses; buses can be temporarily re-routed to other stations more easily than streetcars <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>	 -Further from Greenwood Yard; connection via GO Rail corridor likely infeasible as a result of 2.7 km length. Therefore, wye connection required -Use of TTC station property as staging space for wye track construction has the potential for disruption to streetcars -Potential use of existing third track available between Broadview and Chester <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>	 -Closer to Greenwood Yard -Connection via GO Rail corridor would require approximately 1 km long "service spur" -Existing bus terminal could be temporarily used as construction staging space for Wye track at Pape Station -Use of TTC station property as staging space for wye track construction has the potential for disruption to buses; buses can be temporarily re-routed to other stations more easily than streetcars <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>	 -Closer to Greenwood Yard -Connection via GO Rail corridor would require approximately 1 km long "service spur" -Existing bus terminal could be temporarily used as construction staging space for Wye track at Pape Station -Use of TTC station property as staging space for wye track construction has the potential for disruption to buses; buses can be temporarily re-routed to other stations more easily than streetcars <i>*Further assessment of impact to properties and TTC operations will occur in the alignment evaluation stage</i>
Ease of Constructing Future Northern Extension	Are there constructability constraints associated with extending the Relief Line west of downtown?	Qualitative – Comment on future potential extension-from constructability perspective, with consideration for property impacts	 Extension to the north along Broadview results in property impacts at the north end of Broadview and will result in a very long crossing structure  Potential conflict with planned Wet Weather Flow treatment plant	 Extension to the north allows for shorter crossing structure; however, there are some potential property impacts at the north end of Pape	 Extension to the north allows for shorter crossing structure; however, there are some potential property impacts at the north end of Pape	 Extension to the north along Broadview results in property impacts at the north end of Broadview and will result in a very long crossing structure  Potential conflict with planned Wet Weather Flow treatment plant	 Extension to the north allows for shorter crossing structure; however, there are some potential property impacts at the north end of Pape	 Extension to the north allows for shorter crossing structure; however, there are some potential property impacts at the north end of Pape

			Corridors					
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<b>Affordability</b>								
Ease of Constructing Future Western Extension	Are there constructability constraints associated with extending the Relief Line west of downtown?	Qualitative – comment on future potential extension from constructability perspective, with consideration for property impacts						
			- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension	- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension	- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension	- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension	- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension	- Opportunity to extend the line to the west using existing public rights-of-way - No foreseeable constraints to the constructability of a western extension
Operating / Maintenance Cost	What is the ongoing annual operating and maintenance cost for the option?	Qualitative – high-level assessment of ongoing operating and maintenance cost for the option, considering the length of tunnel, number of stations, additional infrastructure (such as emergency exit buildings) and any fleet size implications						
			Shorter corridor (appx. 5.4 km) with fewer stations expected to have lower ongoing operating and maintenance costs	Longer corridor (appx. 6.8 km) with more stations expected to have higher ongoing operating and maintenance costs	Longer corridor (appx. 7.4 km) with more stations expected to have higher ongoing operating and maintenance costs	Corridor with medium length (appx. 6.1 km) and number of stations expected to have moderate ongoing operating and maintenance costs	Longer corridor (appx. 6.8 km) with more stations expected to have higher ongoing operating and maintenance costs	Longer corridor (appx. 7.4 km) with more stations expected to have higher ongoing operating and maintenance costs
<b>Affordability - Summary</b>								
<b>Affordability - Guiding Points</b>			-Shortest corridor with the fewest stations therefore the least expensive to construct and operate -Crosses the Don further north where the crossing distance is shortest and geotechnical conditions are more favourable -Travels through downtown along the Queen/Richmond corridor which is less built-up than the King/Wellington corridor - Steam pipes designed to accommodate future subway on Queen - Opportunity to use pre-built elements at Queen and Osgoode stations -More challenging to extend north across the Don from Broadview Station (northern ext.) -Service spur to Greenwood Yard not feasible, so construction of Wye track would be required (greater anticipated property requirement)	-Future Don crossing expected to be easier coming along Pape Avenue (northern ext.) - Crosses the Don at Queen where crossing distance is shorter; does not affect FPL -Potential for service spur connection to Greenwood Yard (reduced property requirement) -Travels through downtown along the Queen/Richmond corridor which is less built-up than the King/Wellington corridor - Steam pipes designed to accommodate future subway on Queen - Opportunity to use pre-built elements at Queen and Osgoode stations -Longer corridor with potential for the most stations therefore higher construction and operating costs	-Future Don crossing expected to be easier coming along Pape Avenue (northern ext.) - Crosses the Don on an angle from Unilever to Queen -- crossing distance is greatest; crosses FPL. -Potential for service spur connection to Greenwood Yard (reduced property requirement) -Travels through downtown along the Queen/Richmond corridor which is less built-up than the King/Wellington corridor - Steam pipes designed to accommodate future subway on Queen - Opportunity to use pre-built elements at Queen and Osgoode stations -Flood mitigation measures required for Unilever site -Longest corridor option therefore highest construction and operating costs	-Travels through downtown along the King/Wellington corridor which is more built-up than the Queen/Richmond corridor - Steam pipes along King and Wellington present significant engineering challenges compared to Queen/Richmond -More challenging to extend north across the Don from Broadview Station (northern ext.) -Service spur to Greenwood Yard not feasible, so construction of Wye track would be required (greater property requirement)	-Future Don crossing expected to be easier coming along Pape Avenue (northern ext.) -Potential for service spur connection to Greenwood Yard (reduced property requirement) -May cross the Don River at the location where bedrock is deeper -Travels through downtown along the King/Wellington corridor which is more built-up than the Queen/Richmond corridor - Steam pipes along King and Wellington present significant engineering challenges compared to Queen/Richmond -Longer corridor with potential for the most stations therefore higher construction and operating costs	-Future Don crossing expected to be easier coming along Pape Avenue (northern ext.) -Potential for service spur connection to Greenwood Yard (reduced property requirement) - Crosses the Don from Unilever to King -- crossing distance is greater; crosses FPL. -Flood mitigation measures required for Unilever site -Travels through downtown along the King/Wellington corridor which is more built-up than the Queen/Richmond corridor - Steam pipes along King and Wellington present significant engineering challenges compared to Queen/Richmond

			Corridors					
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<b>Supports Growth</b>								
Serving Areas of Existing Employment	What is the ability to connect to employment areas?	Quantitative – number of existing jobs within 500 m radius of station (reflecting physical barriers)	 -Provides access to high employment density downtown (Queen corridor) 2011 Total Employment: 153,344 2011 Employment Density: 349 jobs/ha	 -Provides access to high employment density downtown (Queen corridor) 2011 Total Employment: 155,739 2011 Employment Density: 305 jobs/ha	 -Provides access to high employment density downtown (Queen corridor) 2011 Total Employment: 156,505 2011 Employment Density: 267 jobs/ha	 -Provides access to very high employment density downtown (King corridor) 2011 Total Employment: 196,530 2011 Employment Density: 391 jobs/ha	 -Provides access to very high employment density downtown (King corridor) 2011 Total Employment: 197,214 2011 Employment Density: 388 jobs/ha	 -Provides access to very high employment density downtown (King corridor) 2011 Total Employment: 197,394 2011 Employment Density: 341 jobs/ha
Serving Areas of Planned Employment Growth	What is the ability for station to serve areas of new, planned and proposed commercial and employment development?	Quantitative – forecast number of potential jobs within 500 m radius of station	 -Provides access to high employment density downtown (Queen corridor), but does not provide access to proposed employment growth at the Unilever site 2041 Total Employment: 189,368 2041 Employment Density: 431 jobs/ha	 -Provides access to high employment density downtown (Queen corridor), with some access to the Unilever site via Queen/Broadview 2041 Total Employment: 198,732 2041 Employment Density: 389 jobs/ha	 -Provides access to high employment density downtown (Queen corridor), and proposed employment growth at Unilever site 2041 Total Employment: 218,742 2041 Employment Density: 373 jobs/ha	 -Provides access to highest employment density downtown (King corridor), with some access to the Unilever site via Queen/Broadview 2041 Total Employment: 258,891 2041 Employment Density: 516 jobs/ha	 -Provides access to highest employment density downtown (King corridor), with some access to the Unilever site via Queen/Broadview 2041 Total Employment: 256,105 2041 Employment Density: 504 jobs/ha	 -Provides access to highest density in the downtown (King corridor), and to proposed employment growth at the Unilever site 2041 Total Employment: 278,438 2041 Employment Density: 480 jobs/ha
<b>Supports Growth - Summary</b>								
<b>Supports Growth - Guiding Points</b>			-Provides some access to the Financial District via Queen corridor, but does not provide access to future employment lands around the Unilever site	-Provides some access to the Financial District via Queen corridor, and some access to future employment lands around the Unilever site (via a station at Queen and Broadview)	-Provides some access to the Financial District via Queen corridor, and access to future employment lands around the Unilever site	-Provides best access to Financial District along King corridor, and some access to future employment lands around the Unilever site (via a station at Queen and Broadview)	-Provides best access to Financial District along King corridor, and some access to future employment lands around the Unilever site (via a station at Queen and Broadview)	-Provides best access to the Financial District along King corridor and to future employment lands around the Unilever site
<b>Technical Summary</b>								

\* Future ridership modelling for 2031, based on low population growth, medium employment growth scenario without SmartTrack

\*\* Theoretical streetcar capacity based on an assumption of full deployment of the Flexity streetcar series at 3 minute headways

<b>Project team assessment of comments received during PIC3</b>						
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