

TTC ASHBRIDGES BAY MAINTENANCE AND STORAGE FACILITY – CONNECTING TRACK ROUTE ALTERNATIVE - EVALUATION MATRIX

1.0 DESCRIPTION OF ALTERNATIVE ROUTES

Connection to Existing Service Line	Coxwell Avenue	Connaught Avenue			Leslie Street	Carlaw Avenue		Pape Avenue	Cherry Street
Route Options	Coxwell Avenue / Lake Shore Blvd. E / Leslie Street	Connaught Avenue / Eastern Avenue / Woodfield Road / Lake Shore Blvd. E	Connaught Avenue / Eastern Avenue / Knox Avenue	Connaught Avenue / Eastern Avenue / Leslie Street	Leslie Street	Carlaw Avenue / Commissioners Street	Carlaw Avenue / Lake Shore Boulevard / Railroad Spur	Pape Avenue / Eastern Avenue/ Leslie Street	Cherry Street / Commissioners Street
Route Length (km)	1.95	1.65	0.82	1.47	0.81	1.94	1.70	1.60	3.71
Existing Roadway Width(s)	Coxwell – 14-15m (Queen to Lake Shore) Lake Shore – 15m to 32m	Connaught – 12.1m (n) to 7.3m (s) Eastern – 14m Woodfield - 9.6m Lake Shore – 15m to 32m	Connaught – 12.1m (n) to 7.3m (s) Eastern – 14m Knox - 9.6m	Connaught – 12.1m (n) to 7.3m (s) Eastern – 14m Leslie – 14-16m	Leslie – 14-16m	Carlaw – 14m Commissioners – 18m	Carlaw – 14m Lake Shore – 34m	Pape – 15m Eastern – 13m (3.5 m for 2 bike lanes) Leslie – 14-16m	Cherry – 15m-18m (except 28m at Cherry and Lakeshore) Commissioners – 16-25m
R-O-W width(s)	Coxwell – 21 m -26 m (Queen to Lake Shore) Lake Shore – 45 m	Connaught – 20 m Eastern – 20 m Woodfield – 20 m Lake Shore – 45 m	Connaught – 20 m Eastern – 20 m Knox – 15 m	Connaught – 20 m Eastern – 20 m Leslie – 20 m - 26 m	Leslie – 20 m-26 m	Carlaw – 18 m Commissioners – 30 m	Carlaw – 18 m Lake Shore – 41 m	Pape – 18 m Eastern – 20 m Leslie – 20 m -26 m	Cherry – 20 m (up to 41m at Lake Shore) Commissioners – 30 m
Number of travel lanes	Coxwell – 4 lanes Lake Shore – 4-5 lanes Leslie – 4 lanes	Connaught – 2 lanes (northern section); 1 lane one-way SB (southern section) Eastern – 4 lanes Woodfield – 2 lanes Lake Shore – 5 lanes	Connaught – 2 lanes (northern section); 1 lane one-way SB (southern section) Eastern – 4 lanes Knox – 2 lanes	Connaught – 2 lanes (northern section); 1 lane one-way SB (southern section) Eastern – 4 lanes Leslie – 4 lanes	Leslie – 4 lanes	Carlaw – 4 lanes Commissioners – 4 lanes	Carlaw – 4 lanes Lake Shore – 6 lanes	Pape – 2 lanes Eastern – 4 lanes, plus two on-street cycling lanes Leslie – 4 lanes	Cherry - 2 lanes south of Lake Shore; 6 lanes at Lake Shore; 4 lanes north of Lake Shore Commissioners – 4 lanes
Roadway(s) classification	Coxwell & Lake Shore – arterial roads Leslie - collector	Connaught – collector Eastern – arterial Woodfield – local Lake Shore – arterial Leslie - collector	Connaught – collector Eastern – arterial Knox – local	Connaught – collector Eastern – arterial Leslie – arterial north of Lake Shore; collector south of Lake Shore	Leslie – arterial north of Lake Shore; collector south of Lake Shore	Carlaw - arterial north of Eastern; collector south of Eastern Commissioners & Leslie - collector	Carlaw - arterial north of Eastern; collector south of Eastern Lake Shore – arterial	Pape – local Eastern – arterial Leslie – arterial north of Lake Shore; collector south of Lake Shore	Cherry – collector Lake Shore - arterial
Existing Traffic Volumes (24 hr two-way volumes)	<u>Coxwell:</u> Queen to Eastern=9,360 Eastern to Lake Shore=12,190 <u>Lake Shore:</u> West of Coxwell= 43,400	<u>Eastern:</u> East of Connaught=18,750 <u>Lake Shore:</u> West of Coxwell=43,400	<u>Eastern:</u> West of Connaught=18,750 <u>Leslie:</u> Lake Shore to Commissioners= 6,090	<u>Eastern:</u> East of Leslie= 18,750 <u>Leslie:</u> Eastern to Lake Shore= 13,560 Lake Shore to Commissioners= 6,090	<u>Leslie:</u> Queen to Eastern= 12,300 Eastern to Lake Shore= 13,560 Lake Shore to Commissioners= 6,090	<u>Carlaw:</u> Queen to Eastern= 13,050 Eastern to Lake Shore= 15,630	<u>Carlaw:</u> Queen to Eastern=13,050 Eastern to Lake Shore=15,630	<u>Pape:</u> Queen to Eastern=2,450 <u>Eastern:</u> West of Leslie= 11,500	<u>Cherry:</u> Front to Lake shore=7,650 Lake Shore to Commissioners=12,800

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	<u>Leslie:</u> Lake Shore to Commissioners=6,090	<u>Leslie:</u> Lake Shore to Commissioners= 6,090		Commissioners=6,090		<u>Commissioners:</u> West of Carlaw=10,290	<u>Lake Shore:</u> East of Carlaw=49,750	<u>Leslie:</u> Eastern to Lake Shore=13,560 Lake Shore to Commissioners=6,090	<u>Commissioners:</u> East of Cherry=6,900 West of Carlaw=10,290
Street parking, times and restrictions (existing conditions)	<u>Coxwell :</u> Queen to Eastern - no parking; Eastern to Lake Shore - parking restriction during peak periods; <u>Lake Shore:</u> Leslie to Coxwell - no parking	<u>Connaught:</u> Queen to mid-block – parking both sides with late night restrictions and permits; Mid-Block to Eastern - west side only – late night restrictions and permits <u>Eastern:</u> Connaught to Woodfield - parking restrictions at peak periods <u>Lake Shore:</u> Leslie to Woodfield - no parking	<u>Connaught:</u> Queen to mid-block – parking both sides with late night restrictions and permits; Mid-Block to Eastern - west side only – late night restrictions and permits; <u>Eastern:</u> Connaught to Knox - parking restrictions at peak periods <u>Knox:</u> Eastern to Woodfield – no parking	<u>Connaught:</u> Queen to mid-block – parking both sides with late night restrictions and permits; Mid-Block to Eastern - west side only – late night restrictions and permits; <u>Eastern:</u> Connaught to Leslie - parking restrictions at peak periods <u>Leslie:</u> Eastern to Mosley - restrictions during peak periods; Eastern to Lake Shore - no parking on east side; Lake Shore to Commissioners - no parking	<u>Leslie:</u> Queen to Eastern - restrictions during peak periods; Eastern to Mosley - restrictions on west side during peak periods; no parking on east side; Mosley to Lake Shore - no parking; Lake Shore to Commissioners - no parking	<u>Carlaw:</u> Queen to Eastern- NB restricts late-night parking except by permit; SB: No parking 8:00 am - 6:00 pm M -F; Eastern to Lake Shore - NB: No parking 12:01 am - 7:00 am Except by permit; SB: No parking 7:00 am - 9:00 am M –F; Lake Shore to Commissioners – no parking <u>Commissioners:</u> WB/EB: No parking 6:30am-9:30am, M-F	<u>Carlaw:</u> Queen and Eastern - NB: restricts late-night parking except by permit; SB: No parking 8:00 am - 6:00 pm M -F; Eastern and Lake Shore, NB: No parking 12:01 am - 7:00 am Except by permit; SB: No parking 7:00 am - 9:00 am M –F <u>Lake Shore:</u> Carlaw to Leslie - no parking	<u>Pape:</u> Queen to Eastern - NB & SB: No parking 12:01 am - 7:00 am Except by permit; <u>Eastern:</u> Pape to Larchmount - dedicated parking on WB side of street; Larchmount to Berkshire - dedicated parking on EB side of street; Berkshire and Mosley – no parking; Mosley to Leslie - dedicated parking on EB side of street; <u>Leslie:</u> Mosley to Lake Shore - no parking; Lake Shore to Commissioners - no parking	<u>Cherry:</u> Commissioners and Villiers- NB & SB: No parking between 9pm-4am; Villiers to Lakeshore - no parking; Lake Shore to Eastern - NB & SB: Paid parking between 8am- 9pm; Eastern to King, NB & SB: No parking late night except by permit; <u>Commissioners:</u> Don Road to Cherry- no restrictions; Leslie to Don Roadway - WB/EB: No parking 6:30am-9:30am, M-F
Key pedestrian locations (excluding trails which is a separate item)	Queen and Coxwell: East End Community Health Centre; Ashbridges Bay Pump House Park.	Connaught Ave/Eastern Ave: ped crossing; Leslie/Lakeshore: Plaza w/ modest ped. activity	Connaught Ave/Eastern Ave: ped crossing;	Connaught Ave/Eastern Ave: ped crossing; Approx. 840 Eastern Ave: modest ped. activity with drug store, Tim Horton's, Price Chopper	Queen St: modest ped. activity with restaurants; Eastern Ave: Loblaws, drug store, Tim Horton's, Price Chopper Leslie/Lakeshore: Plaza	Modest ped. activity at Queen St.; school zone at Morse St Jr Public School; modest ped. activity at Eastern Ave	Modest ped. activity at Queen St.; school zone at Morse St Jr Public School; modest ped. activity at Eastern Ave	Modest ped. activity at Queen St; Leslie: Loblaws, drug store, Tim Horton's, Price Chopper Leslie/Lakeshore: Plaza	Distillery District retail and restaurants, plus high density residential at Cherry & Mill Street

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					with modest ped. activity			w/ modest ped activity;	
Community facilities adjacent to the route	Ashbridges Bay Pump House Park – soccer field and skateboard park	None	Toronto Fire & EMS Training Centre (Eastern & Knox) Toronto Fire Station 326 (SW side of Knox)	None	None	Morse Street Public School (NW Carlaw)	Morse Street Public School (NW Carlaw)	None	None
Existing land use designation	Mixed Use Area (Coxwell and Queen) Parks (Coxwell and Lake Shore) Parks and Open Space (immediately adjacent to Lake Shore) Regeneration Area and Other Open Space Areas (Leslie Street)	Mixed Use Areas, Neighbourhoods and Employment Areas (along Connaught Avenue); Employment Areas and Neighbourhoods (along short segment of Eastern Avenue); Employment Areas (along Woodfield Road); Parks and Other Open Space Areas (immediately adjacent to Lake Shore); Regeneration Area and Other Open Space Areas (Leslie Street)	Mixed Use Areas, Neighbourhoods and Employment Areas (along Connaught); Mixed Use Areas and Employment Areas (along Eastern Avenue); Employment Areas (along Knox Avenue); Parks and Other Open Space Areas (immediately adjacent to Lake Shore); Regeneration Area and Other Open Space Areas (Leslie Street)	Mixed Use Areas, Neighbourhoods and Employment Areas (along Connaught Avenue, Eastern Avenue and northern portion of Leslie Street); Regeneration Area and Other Open Space Areas (Leslie Street – generally south of Lake Shore)	Mixed Use Areas and Neighbourhoods south of Queen; Employment south of Eastern; Regeneration Area and Other Open Space Areas generally south of Lake Shore)	Mixed Use Areas and Neighbourhoods on Carlaw south of Queen; Employment south of Eastern; strip of Parks adjacent to Lake Shore; Regeneration Area and small strip of Parks along Commissioners Street; Regeneration Area and Other Open Space Areas generally along Leslie Street	Mixed Use Areas and Neighbourhoods on Carlaw south of Queen; Employment south of Eastern; strip of Parks and Regeneration Area adjacent to Lake Shore; Regeneration Area along Railroad spur; Regeneration Area and Other Open Space Areas generally along Leslie Street	Mixed Use Area and, Neighbourhoods along Pape Avenue; Neighbourhoods and Employment Areas along Eastern Avenue; Employment on Leslie south of Eastern; Regeneration Area and Other Open Space Areas on Leslie generally south of Lake Shore	Mixed Use Area, Regeneration Area, Apartment Neighbourhoods and small strip of Parks located along Cherry Street north of Gardiner Expressway; Natural Areas, Regeneration Areas and small strip of Parks along remainder of Cherry Street; Natural Areas, Regeneration Areas and small strip of Parks along Commissioners Street; Regeneration Area and Other Open Space Areas generally along Leslie Street
Recent or Approved development applications	1602 Queen Street E – 5 storey mixed use 7 Leslie St – 1 storey & mezzanine building 1 Woodfield Rd – 4 storey self storage facility.	962 Eastern Ave – 5 storey mixed use 7 Leslie St – 1 storey & mezzanine building 1 Woodfield Rd – 4 storey self storage facility.	962 Eastern Ave – 5 storey mixed use 2B Minto St – conversion of building to condo – 6 units. 40 Laing St – 5 townhouse development	962 Eastern Ave – 5 storey mixed use 2B Minto St – conversion of building to condo – 6 units. 40 Laing St – 5 townhouse development 1249 Queen St E – 4 storey	1134 Queen St E – 3 storey mixed use 1183 Queen St E – 3 storey mixed use 1249 Queen St E – 4 storey mixed use 40 Laing St – 5	508 Eastern Ave – Rowhouses and Semi-detached dwellings 53 Colgate Ave – 15 live/work units. 59 Colgate Ave – 19 live/work units.	508 Eastern Ave – Rowhouses and Semi-detached dwellings 53 Colgate Ave – 15 live/work units. 59 Colgate Ave – 19 live/work units.	1134 Queen St E – 3 storey mixed use 1183 Queen St E – 3 storey mixed use 1249 Queen St E – 4 storey mixed use 40 Laing St – 5	7 Leslie St – 1 storey & mezzanine building 101 Commissioners St – new non residential building on Film Port lands.

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			7 Leslie St – 1 storey & mezzanine building 1 Woodfield Rd – 4 storey self storage facility.	mixed use 7 Leslie St – 1 storey & mezzanine building	townhouse development, 7 Leslie St – 1 storey & mezzanine building	201 Carlaw Ave – 3 townhouses and 9 storey tower (256 res. units). 233 Carlaw Ave – 150 res. units and 3 commercial units. 7 Leslie St – 1 storey & mezzanine building 600 Commissioners St new two storey 6500m2 Canada Post building. 970 Queen St E – additions to retail/office space.	201 Carlaw Ave – 3 townhouses and 9 storey tower (256 res. units). 233 Carlaw Ave – 150 res. units and 3 commercial units. 7 Leslie St – 1 storey & mezzanine building 970 Queen St E – additions to retail/office space.	townhouse development, 7 Leslie St – 1 storey & mezzanine building	600 Commissioners St - new two storey 6500m2 Canada Post building.
Number of cultural & heritage features adjacent to the route (identified in the City of Toronto's Inventory of Heritage Properties)	0	0	0	0	1 cultural heritage resource (commercial structure) ⁱ	0	0	1 cultural heritage resource (commercial structure)	9 cultural heritage resources, (3 commercial, 2 financial, 2 public, 1 designated under the Ontario Heritage Act and 1 miscellaneous structure)
Number of access points traversed (i.e., driveways, parking lots, etc.)	7 Access to institutional uses, service/access driveways for facilities (park, pumping station) uses and commercial including two accesses to Canadian Tire plaza. Emergency access to Lake Shore from Toronto Fire Station 326.	26 Access to TTC Russell yard, industrial developments (inc. Canada Post), residential and commercial uses including two accesses to Canadian Tire plaza. Emergency access to Lake Shore from Toronto Fire Station 326	17 Access to TTC Russell yard, industrial developments (inc. Canada Post) and commercial uses Direct access to Toronto Fire Station 326. Emergency access to Lake Shore from Toronto Fire Station 326	26 Access to TTC Russell yard, industrial developments (inc. Canada Post) and commercial uses including two accesses to Loblaws and Tim Horton's/Price Chopper plazas and two accesses to Canadian Tire plaza. Emergency access to Lake Shore from Toronto Fire Station 326	9 Access to residential, industrial and commercial accesses to Loblaws and Tim Horton's/Price Chopper plazas and two accesses to Canadian Tire plaza.	39 Access to residential, industrial and commercial properties including access to Toronto Hydro, Esso station with Tim Horton's drive-through and Morse Street school.	19 Access to residential, industrial and commercial properties.	24 Access to residential; Toronto Film Studio at 629 Eastern and commercial accesses including Loblaws and Tim Horton's/Price Chopper plazas and two accesses to Canadian Tire plazas.	66 Access to commercial facilities, the Distillery District and industrial facilities.

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ECONOMIC/FINANCIAL FACTORS									
Capital Cost (\$ millions) <i>“High”</i> : >\$80M <i>“Medium”</i> : \$50-\$80M <i>“Low”</i> : \$30-\$50M	\$80	\$65	\$40	\$60	\$35	\$77	\$65+	\$65	\$164
Operation and Maintenance Cost (\$ millions) (30 year life cycle basis – NPV) <i>“High”</i> : >\$15M <i>“Medium”</i> : \$9-\$15M <i>“Low”</i> : \$5-\$9M	\$11	\$12	\$6	\$10	\$6	\$10	\$10	\$10	\$18
Sum (Capital+O&M) (\$millions)	\$91	\$77	\$46	\$70	\$41	\$87	\$75	\$75	\$182

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2.0 WHICH ROUTE ALTERNATIVES ARE FEASIBLE?

Connection to Existing Service Line	Coxwell Avenue	Connaught Avenue Options			Leslie Street Option	Carlaw Avenue Options		Pape Avenue	Cherry Street
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Issue						Not possible to cross active freight rail spur due to height requirements for LRV overhead	Not possible to use existing railway track for LRV operation as incompatible rail infrastructure. Active rail line and not under City ownership (Toronto Port Authority).		Current lift bridge across the Keating Channel cannot accommodate LRVs Long-term plan for renaturalising the Don mouth 20+ years away.
Feasible to meet mid-2013 schedule?	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
Option Carried Forward for further evaluation?						NOT CARRIED FORWARD	NOT CARRIED FORWARD		NOT CARRIED FORWARD

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3.0 EVALUATION OF REMAINING ROUTE ALTERNATIVES

Connection to Existing Service Line	Coxwell Avenue	Connaught Avenue			Leslie Street	Pape Avenue
Factor Areas/Evaluation Criteria	Coxwell Avenue / Lake Shore Blvd. E / Leslie Street	Connaught Avenue / Eastern Avenue / Woodfield Road / Lake Shore Blvd. E	Connaught Avenue / Eastern Avenue / Knox Avenue	Connaught Avenue / Eastern Avenue / Leslie Street	Leslie Street	Pape Avenue / Eastern Avenue/ Leslie Street
ACCESS, PARKING AND PROPERTY						
Number of access points traversed (i.e., driveways, parking lots, etc.)	7	26	17	26	9	24
Number of single dwelling units adjacent to the route*	0	35	44	57	48	98
Number of multi- dwelling units adjacent to the route*	41	30	12	12	53	285
Dwelling units north corner of Queen	0	0	0	0	77	0
Potential impacts on property or parking?	No	Yes, requires road widening or loss of parking on Connaught	Yes, requires road widening or loss of parking on Connaught	Yes, requires road widening or loss of parking on Connaught	No	Yes, potential roadway widening at Pape and Eastern and at Leslie and Eastern
Summary	Better Lowest number of residential properties affected	Mid-Range Requires road widening or loss of parking on Connaught	Mid-Range Requires road widening or loss of parking on Connaught	Mid-Range Requires road widening or loss of parking on Connaught	Mid-Range Potential effect on a modest number of residential properties, however no road widening	Worse Significant number of residential properties affected; potential on-street parking effects, as well
NOISE						
Number of LRV turns required from Yard to Queen Street	3	5	3	3	1	3
Route Length (km)	1.95	1.65	0.82	1.47	0.81	1.60
Summary	Better Few residential properties affected; modest number of turns	Worse Few residential properties affected; several turns.	Worse Few residential properties affected; several turns.	Mid-Range Few residential properties affected; modest number of turns.	Mid-Range Modest number of residents affected; only one turn – where streetcar service already exists	Worse Significant number of residential properties affected; modest number of turns

*Units fronting route were recorded. Number of units within a multi-dwelling unit were recorded.

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PEDESTRIAN						
Key pedestrian locations (excluding trails which is a separate item)	Queen and Coxwell: East End Community Health Centre; Ashbridges Bay Pumping Station (Soccer field on top) on north Side Leslie/Lakeshore: Plaza with modest ped. activity	Connaught Ave/Eastern Ave: ped crossing; Leslie/Lakeshore: Plaza w/ modest ped. activity	Connaught Ave/Eastern Ave: ped crossing;	Connaught Ave/Eastern Ave: ped crossing; Approx. 840 Eastern Ave: modest ped. activity with drug store, Tim Horton's, Price Chopper Leslie/Lakeshore: Plaza with modest ped. activity	Queen St: modest ped. activity with restaurants; Eastern Ave: Loblaws, drug store, Tim Horton's, Price Chopper Plaza Leslie/Lakeshore: Plaza with modest ped. activity	Modest ped. activity at Queen St; Leslie: Loblaws, drug store, Tim Horton's, Price Chopper plaza Leslie/Lakeshore: Plaza w/ modest ped activity;
Summary	All Similar	All Similar	All Similar	All Similar	All Similar	All Similar
CYCLING						
Number of new crossings of recreational trails	1 - Martin Goodman Trail	2 - Martin Goodman Trail and Bikeway Trail #4	2 - Martin Goodman Trail and Bikeway Trail #4	1 - Martin Goodman Trail	1 - Martin Goodman Trail	1 - Martin Goodman Trail
Summary	Neutral All cross Martin Goodman Trail	Worse Intersects 2 trails	Worse Intersects 2 trails	Neutral All cross Martin Goodman Trail	Neutral All cross Martin Goodman Trail	Neutral All cross Martin Goodman Trail
LAND USE/PLANNING						
Consistency with the Toronto Official Plan	No	No	No	No	Yes, the Official Plan for Higher Order Transit Corridors identifies Leslie Street as "Transit Corridors" (Toronto Official Plan, Map 4, June 2006)	No
Potential corridor for revenue service	Not identified in Official Plan	Not identified in Official Plan	Not identified in Official Plan	Not identified in Official Plan	Yes, the Official Plan Identified as "Transit Corridors" (Toronto Official Plan, Map 4, June 2006)	Not identified in Official Plan
Summary	Neutral Not identified in Official Plan	Neutral Not identified in Official Plan	Neutral Not identified in Official Plan	Neutral Not identified in Official Plan	Better Consistent with Official Plan	Neutral Not identified in Official Plan
TRANSIT OPERATIONS						
Estimated travel time between MSF and TTC service line	8 minutes	6.5 minutes	4.5 minutes	6.0 minutes	3.5 minutes	6.5 minutes

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Potential operational challenges	<ul style="list-style-type: none"> Mixed-traffic operations on Lake Shore would impede traffic flow which already experiences high traffic levels during peak and off-peak periods. Configuration at Lake Shore and Coxwell, as well as Leslie intersection - challenging 	<ul style="list-style-type: none"> Widen Connaught to accommodate northbound tracks Configuration of track connection from Lake Shore to Woodfield Configuration at Lake Shore and Leslie intersection challenging 	<ul style="list-style-type: none"> Widen Connaught to accommodate northbound tracks Configuration of track connection from Lake Shore to Knox Potentially affects access to fire station 	<ul style="list-style-type: none"> Widen Connaught to accommodate northbound tracks Operations along Eastern Avenue and Leslie could affect access into Loblaws Potential operational challenges between signalized entrance to plaza and Lake Shore 	<ul style="list-style-type: none"> Potential operational challenges between signalized entrance to plaza and Lake Shore 	<ul style="list-style-type: none"> Significant operational challenges at Pape/Eastern T-intersection to accommodate curve Extremely tight curve from Leslie to Eastern Avenue, likely require property to accommodate geometry Configuration at Lake Shore and Leslie
Number of LRV turns required	3	5	3	3	1	3
Number of signalized intersections traversed (inc. new)	4	5	4	5	4	5
Summary	Worse Requires long travel time; significant mixed traffic operations challenges along Lake Shore Boulevard	Mid-Range Requires relatively long travel time; high number of turns and significant challenges accessing Lake Shore from Woodfield	Mid-Range Modest number of turns modest operations challenges with new crossing of Lake Shore from Knox	Mid-Range Requires relatively long travel time; modest number of turns; modest operations challenges along Eastern Avenue and Leslie	Better Requires minimal travel time; only one turn; modest operations challenges at Lake Shore intersection (applicable to all other routes)	Mid-Range Requires relatively long travel time; significant operations challenges at Pape/Eastern; modest number of turns
TRAFFIC OPERATIONS						
Existing traffic conditions	Peak period congestion along Lake Shore Boulevard East – resulting in travel delays; Lake Shore approaching capacity at off-peak times; traffic along Coxwell and Leslie generally operate at acceptable levels; queuing at Leslie and Lake Shore intersection – primarily during peak periods.	Peak period congestion along Lake Shore Boulevard East – resulting in travel delays; Lake Shore approaching capacity at off-peak times; impact of new Woodfield/Lake Shore signalized intersection on traffic flow along Lake Shore queuing at Leslie and Lake Shore intersection – primarily during peak periods New traffic signals required on Connaught at Queen; Eastern at Woodfield	Peak period congestion along Lake Shore Boulevard East – resulting in travel delays; Lake Shore approaching capacity at off-peak times; impact of new Knox/Lake Shore signalized intersection on traffic flow along Lake Shore. New traffic signals required on Connaught at Eastern and Queen	Queuing at Leslie and Lake Shore intersection – primarily during peak periods. New traffic signals required on Connaught at Eastern and Queen	Queuing at Leslie and Lake Shore intersection – primarily during peak periods.	Pape - no major traffic issues; queuing along Eastern may occur in several locations where LRV's would operate around tight curves; queuing at Leslie and Lake Shore intersection – primarily during peak periods. New traffic signals required on Connaught at Eastern and Queen

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Summary	Worse Significant traffic volumes on Lake Shore– even at off-peak hours. Mixed traffic streetcar operations would further exacerbate traffic conditions. Queuing at Leslie/ Lake Shore intersection should be addressed in the context of streetcars operating on Leslie.	Mid-Range Significant traffic volumes on Lake Shore– even at off-peak hours. Mixed traffic streetcar operations would further exacerbate traffic conditions. Potential Woodfield/Lake Shore intersection would further hamper traffic operations; queuing at Leslie/ Lake Shore intersection should be addressed in the context of streetcars operating on Leslie.	Mid-Range Significant traffic volumes on Lake Shore– even at off-peak hours... Potential Knox/Lake Shore intersection would further hamper traffic operations;	Mid-Range Queuing at Leslie/Lake Shore intersection should be addressed in the context of streetcars operating on Leslie.	Better Queuing at Leslie/Lake Shore intersection should be addressed in the context of streetcars operating on Leslie.	Mid-Range Modest traffic levels on Pape, a two lane local road to serve residents. High volumes on Eastern. Queuing at Leslie and Lake Shore intersection should be addressed in the context of streetcars operating on Leslie.
ECOLOGICAL						
Sensitive environmental features adjacent to the road?	No	No	No	No	No	No
Summary	All Similar	All Similar	All Similar	All Similar	All Similar	All Similar
ECONOMIC/FINANCIAL FACTORS						
Capital, Operation and Maintenance Costs (Order of Magnitude in \$ millions)	\$91	\$77	\$46	\$70	\$41	\$75
Summary	Worse Significant expenses	Mid-Range Modest expenses	Mid-Range Modest expenses	Mid-Range Modest expenses	Better Lower expenses	Mid-Range Modest expenses