

Evaluation Table

| <div style="text-align: right;">Alternative</div> <div style="text-align: left;">Criteria</div> | Concept #1 Bump-outs only | Concept #2 Bump-outs with Transit platforms | Concept #3 Bike lanes with Transit platforms |
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| Urban Design Support of BIA Streetscape Strategy <ul style="list-style-type: none"> • Opportunity for greening • Opportunity for wider boulevard area for gateways/corners | Partially supports BIA streetscape strategy <ul style="list-style-type: none"> • Opportunity for greening in boulevard areas • Opportunity for wider boulevards area and corner treatments | Partially supports BIA streetscape strategy <ul style="list-style-type: none"> • Opportunity for greening in boulevard areas • Opportunity for wider boulevards area and corner treatments | Partially supports BIA streetscape strategy <ul style="list-style-type: none"> • Opportunity for greening in boulevard areas • Opportunity for wider boulevards area and corner treatments |
| Transportation <ul style="list-style-type: none"> • Pedestrian • Cyclist • Transit • Traffic Operations and Capacity | <ul style="list-style-type: none"> • Shorter crossing distances for pedestrians at intersections with corner treatments • Cyclists share lane with TTC and traffic lanes • No level boarding platforms • Morning peak period southbound traffic capacity reduced but Level of Service still acceptable | <ul style="list-style-type: none"> • Shorter crossing distances for pedestrians at intersections with corner treatments • Cyclists share lane with TTC and traffic lanes • level boarding platforms provided • Morning peak period southbound traffic capacity reduced but Level of Service still acceptable | <ul style="list-style-type: none"> • Shorter crossing distances for pedestrians at intersections with corner treatments • Cyclists in exclusive lanes • level boarding platforms provided • Morning peak period southbound traffic capacity reduced but Level of Service still acceptable |
| Socio-Economic Environment <ul style="list-style-type: none"> • Private Property • Heritage Features • Noise • On-Street Parking | <ul style="list-style-type: none"> • No private property acquisitions • No impacts to heritage features • No anticipated change in noise • 24 hour on-street parking allowed on both sides of street • Reduced on-street parking spaces due to bump-outs | <ul style="list-style-type: none"> • No private property acquisitions • No impacts to heritage features • No anticipated change in noise • 24 hour on-street parking allowed on both sides of street • Reduced on-street parking spaces due to bump-outs and transit platforms | <ul style="list-style-type: none"> • No private property acquisitions • No impacts to heritage features • No anticipated change in noise • 24 hour on-street parking allowed only on east side of street • All parking spaces removed on west side |
| Natural Environment <ul style="list-style-type: none"> • Existing trees • Air Quality • Stormwater | <ul style="list-style-type: none"> • Potential for significant impacts to existing trees in tree planters or pits • No anticipated change to air quality • No anticipated change to stormwater run-off | <ul style="list-style-type: none"> • Potential for significant impacts to existing trees in tree planters or pits • No anticipated change to air quality • No anticipated change to stormwater run-off | <ul style="list-style-type: none"> • Potential for significant impacts to existing trees in tree planters or pits • No anticipated change to air quality • No anticipated change to stormwater run-off |
| Costs <ul style="list-style-type: none"> • Construction Costs (does not include transit, water or landscape) | <ul style="list-style-type: none"> • Approximately \$1.7 million | <ul style="list-style-type: none"> • Approximately \$1.9 million | <ul style="list-style-type: none"> • Approximately \$2.2 million |