



Appendix I

Evaluation Matrix

EVALUATION FRAMEWORK			
	CATEGORY	CRITERIA	UNIT
POLICY FRAMEWORKS			
	City of Toronto and Provincial Policies	<ul style="list-style-type: none">Consistency with applicable policies of the Provincial <i>Growth Plan for the Greater Golden Horseshoe (2020)</i> including the provision of infrastructure to support growth; planning for new or expanded infrastructure in an integrated manner; providing multimodal access and goods movement; offering a balance of transportation choices and improved connectivity; reducing greenhouse gas emissions; environmental considerations and taking a complete streets approach (i.e. Policies 3.2, 3.2.1.2, 3.2.2 & 3.2.4).Supports <i>Metrolinx 2041 Regional Transportation Plan</i> goal to have a sustainable transportation system that is aligned with land use and supports healthy and complete communities providing safe, convenient and reliable connections; supporting a high quality of life, a prosperous and competitive economy, and a protected environment.Consistency with relevant City of Toronto Official Plan (April 2021) policies including:<ul style="list-style-type: none">— 2.1 (1b)(1d)(1e)(1j) – BUILDING A MORE LIVEABLE URBAN REGION - Working with neighboring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA (i.e. better use of existing urban infrastructure and services, reducing auto dependency and improving air quality; increasing efficiency and safety of the road and etc.).— 2.2 (1b) & (1c) – STRUCTURING GROWTH IN THE CITY - INTEGRATING LAND USE AND TRANSPORTATION - Creating a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by developing and expanding components of the City’s transit and other transportation infrastructure to support the growth objectives and increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.— 2.2 (2) - STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION – Key policies include.....directing growth to Centres, Avenues, Employment Areas and the Downtown so as to use municipal land, infrastructure and services efficiently; concentrate jobs and people in areas well served by surface transit and rapid transit stations; facilitate social interaction, public safety and cultural and economic activity; improve air quality, energy efficiency and reduce greenhouse gas emissions; and improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.— 2.2 (3) - STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION – Maintaining the City’s transportation network and developing it to support the growth management objectives of the City’s OP by protecting/developing the network of rights-of-way by acquiring additional property needed to achieve the designated width; extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; acquiring lands to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations; acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide; ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City’s physical structure; implementing transit services in exclusive rights-of-way in certain corridors; supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, including reserved or dedicated lanes for buses and streetcars; and limiting or removing on-street parking.— 2.2.3 - AVENUES: REURBANIZING ARTERIAL CORRIDORS - Re-urbanizing Avenues through streetscape improvements including green infrastructure; transportation improvements such as transit priority measures, improved connections to rapid transit stations, new streets, new or improved laneways, shared off-street parking facilities to meet the parking requirements of nearby developments, bikeways and walkways.— 2.2.4 - EMPLOYMENT AREAS: SUPPORTING BUSINESS AND EMPLOYMENT GROWTH - Key policies include.....Employment Areas will be enhanced to ensure they are attractive and function well, through actions that include addressing the absence of key physical infrastructure and amenities for workers, or poor accessibility; establishing a connected network of public streets for use by trucks, automobiles, transit, bicycles and pedestrians; and promoting a high quality public realm and creating comfortable streets, sidewalks, parks and open spaces for workers and landscaped streetscapes to promote pedestrian/transit use and attract new business ventures while supporting the efficient movement of goods.— 2.3.2 - GREEN SPACE SYSTEM AND WATERFRONT - Key policies include...the Green Space System will be expanded by acquiring linkages between existing parks and open spaces, where feasible; and acquiring lands, or easements over lands, associated with private development which can be connected to the System for the extension of recreational trails or which have important natural heritage value. Increased public enjoyment and use of lands along the water’s edge will be promoted by minimizing physical and visual barriers between the City and Lake Ontario; protect, improve and where possible extend the Martin Goodman/Waterfront Trail as a continuous waterfront route for cyclists, pedestrians and people with disabilities; and maintain and enhance the natural heritage value of lands near or along the water’s edge by protecting existing habitat and, where appropriate, restoring and enhancing habitat.— 2.4 – BRINGING THE CITY TOGETHER – Key policies include....encouraging active forms of transportation by integrating pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City; encouraging and supporting pedestrian movement throughout the City for people of all ages and abilities by ensuring safe, universally accessible, direct, comfortable,	Qualitative

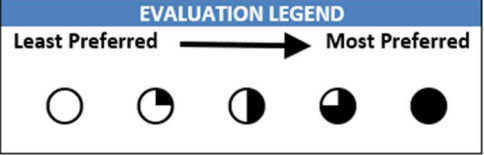
EVALUATION FRAMEWORK			
	CATEGORY	CRITERIA	UNIT
		<p>attractive and convenient pedestrian conditions, including walking routes; maximizing connections within the street network; prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets; reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted; improvements to connections and conditions in areas of high need; implementing pedestrian priorities and Complete Streets; developing a transportation system that is inclusive of the needs of people with disabilities and seniors; promoting an inter-modal connection conveniently integrated with the rest of the urban transportation system.</p> <p>— 3.1.1 - THE PUBLIC REALM – Key policies include.....new and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by: balancing the needs and priorities of the various users and uses within the right-of-way, including provision for the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network; providing space for trees, landscaping and green infrastructure; giving full consideration to the needs of pedestrians, cyclists and public transit users; designing new streets to promote a connected grid-like network that offers safe and convenient travel options; providing connections with adjacent neighbourhoods; implementing the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; sidewalks and boulevards designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; and providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.</p> <p>— 3.3 (1), (2), & (3) BUILDING NEW NEIGHBORHOODS – Key policies include....new neighbourhoods will have a comprehensive planning framework reflecting the Plan’s city-wide goals as well as the local context including the pattern of streets, development blocks, open spaces and other infrastructure, including adequate space for planting of trees; interconnected streets and pedestrian routes that define development blocks with good access to transit and good connections to the surrounding streets and open spaces.</p> <p>— 3.5.1(3) CREATING A STRONG AND DIVERSE CIVIC ECONOMY – Provide a balanced growth of jobs and housing across the City to maintain a complete community; reduce the need for long distance commuting and lessen regional road congestion; and increase the proportion of travel by transit, walking and cycling.</p>	
	Mobility Strategies, Guidelines, & Initiatives	<p>Supports and aligns with various City guidelines, policies, and strategies such as:</p> <ul style="list-style-type: none">• Complete Streets Guidelines: Enhance “Multi-modal transportation. Give reliable, convenient and attractive mobility choices to people and support more efficient, active and healthier forms of travel (by foot, bicycle, transit) to reduce vehicular congestion”• Cycling Network Plan: Achieves medium and high priority projects identified in the “Analysis Scores of Proposed Cycling Network” plan. Park Lawn is Medium, The Queensway is medium.• Goods Movement Strategy: vision of the Freight Goods Movement Strategy is to provide a goods movement system that is safe, reliable and sustainable, connecting people and products while protecting Toronto’s vibrant and thriving economy and quality of life”	Qualitative
	Climate Change, Resiliency and Sustainability Strategies, Guidelines, and Initiatives	<ul style="list-style-type: none">• How the Project may affect climate change concerns and how extreme weather could affect the Project through:<ul style="list-style-type: none">— Minimal carbon footprint (CO₂ emissions)— Able to adapt or be resilient to future extreme weather conditions and events• Consistency with City of Toronto climate change initiatives including Transform Toronto, ResilientTO, Climate Change and Clean Air Action Plan (2007), Sustainable Energy Strategy (2009) etc. - does it contribute to low-carbon goals and strategies to reduce local greenhouse gas emissions and ultimately assist in achieving the targets as established by the City.	Qualitative
SAFE & HEALTHY COMMUNITIES			
	Safe & Active Streets	<ul style="list-style-type: none">• Provide safe, continuous, connected and comfortable walking and cycling routes.• Proportion of street right-of-way dedicated to active transportation.• Improvement of safety, especially for vulnerable road users• Provide more frequently-spaced, protected intersection crossings for pedestrians and cyclists, especially on major streets	Qualitative
	Green & Vibrant Streets	<ul style="list-style-type: none">• Potential to incorporate and enhance streetscape amenities and street trees within the road right-of-way.• Ability to provide lay-bys for parking and deliveries	Qualitative
	Neighbourhood Connectivity & Choice	<ul style="list-style-type: none">• Provide direct and convenient connections to key local destinations (i.e. Waterfront, Parks, schools, shopping, etc) in the area community• Overcome physical barriers (eg, rail, Gardiner, rivers)• Provide a range of transportation choices for people to get around	Qualitative
	Noise	<ul style="list-style-type: none">• Potential noise impacts during construction and in the long term	Qualitative
MOBILITY			
	Auto Traffic	<ul style="list-style-type: none">• Improving network connectivity and redundancy• Overcome existing physical barriers (rail, highway, rivers, etc)• Traffic model and simulation assessment results (metrics based on number of critical/poorly operating intersections and movements, average delay per vehicle)	Qualitative / Quantitative

EVALUATION FRAMEWORK			
	CATEGORY	CRITERIA	UNIT
	Gardiner Traffic Neighbourhood Infiltration	<ul style="list-style-type: none">Reducing Gardiner Expressway non-local "by-pass" traffic infiltration impacts on street network	Quantitative (# of locations creating infiltration opportunity)/ Qualitative
	Cycling	<ul style="list-style-type: none">Overcome physical barriers (eg, rail, Gardiner, rivers)Improve cycling connections between key destinations within the study area and with the surrounding cycling networkProvide safe, dedicated, physically separated, continuous cycling facilitiesNumber of new route connections in the network	Quantitative (# across barriers, and # of new connections) / Qualitative
	Walking	<ul style="list-style-type: none">Overcome physical barriers (eg, rail, Gardiner, rivers)Improve walking connections between key destinations within the study area (eg, parks, schools, shopping, GO Station, transit stops, etc) and with surrounding neighbourhoodsProvide wider sidewalks and more space for pedestrians, especially on main streets, near transit stops, and adjacent to parks	Quantitative (# across barriers, and # of new connections) / Qualitative
	Transit	<ul style="list-style-type: none">Improve walking, cycling, and surface transit connections to the proposed Park Lawn GO StationProvide surface transit priority for streetcars on Lake Shore Blvd WImprove surface transit service & route network flexibility	Qualitative
NATURAL ENVIRONMENT			
	Environmentally Sensitive Features and Compatibility with Natural Environment	<ul style="list-style-type: none">Potential impacts on area wildlife, including Species at Risk (SAR)Potential impacts on fisheries and aquatic featuresPotential impacts on vegetation	Quantitative / Qualitative
	Stormwater Management	<ul style="list-style-type: none">Reducing surface water run-off from streets (% of pavement hard surface in street ROW)Improving stormwater quality and reducing stormwater quantity of runoff from streetsOpportunities for green infrastructure features in street ROW (eg, space for street trees, rain gardens, etc)Minimizing underpass pumping stations	Qualitative
	Groundwater Quality	<ul style="list-style-type: none">Potential to impact area groundwater resources	Qualitative
	Air Quality	<ul style="list-style-type: none">Potential to improve air quality by reducing greenhouse gas emissions from vehicles	Qualitative
CULTURAL ENVIRONMENT			
	Archaeological Resources and Traditional Uses by Indigenous Communities	<ul style="list-style-type: none">Nature and extent of potential impacts (number of resources)	Quantitative (# of resources)
	Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none">Nature and extent of potential impacts to heritage resources (number of resources)	Quantitative (# of resources)
SOCIAL EQUITY			
	Affordability	<ul style="list-style-type: none">Improve safety and provide more reliable access to high-quality and affordable transportation, including transit, walking and cycling	Qualitative
	Access to Opportunity	<ul style="list-style-type: none">Improve access to jobs, schools, and shops	Qualitative
	Access to Daily Life	<ul style="list-style-type: none">Improve access to daily services and destinations for people of all ages, abilities and means	Qualitative
ECONOMIC ENVIRONMENT			
	Engineering Feasibility & Constructability	<ul style="list-style-type: none">Key technical challenges and complexityExtent and nature of major utility impactsAbility to stage construction with managed impacts to rail and road traffic, and to the area community	Qualitative
	Construction & Operating Costs	<ul style="list-style-type: none">Relative order-of-magnitude construction costs for roads, bridges, and utilities (excluding property)Level of maintenance required to operate and maintain infrastructure	Qualitative
	Property Impacts	<ul style="list-style-type: none">Approximate number of hectares of privately owned lands required to be acquired	Qualitative
	Business Impacts	<ul style="list-style-type: none">Displacement of businesses required to provide new infrastructureSupport curbside activity for short-term deliveries, loading of goods and customers	Qualitative
	Goods Movement & Delivery	<ul style="list-style-type: none">Ability to support goods movement to area businessesImprove connections and potential impacts to Ontario Food Terminal	Qualitative

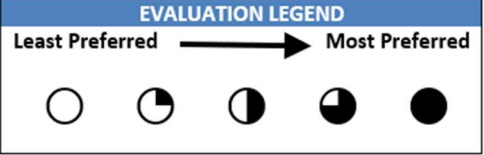
EVALUATION LEGEND

Least Preferred → Most Preferred

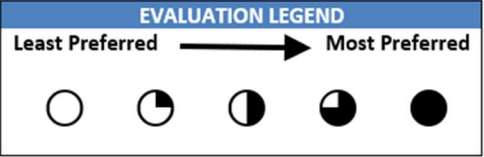
EVALUATION SUMMARY	EXISTING CONDITIONS	ALTERNATIVE 1 Future Do Nothing	ALTERNATIVE 2 Additional Traffic Capacity	ALTERNATIVE 3 Additional Traffic Capacity, Modified Gardiner / New Lake Shore Ramps (2-Lane Park Lawn)	ALTERNATIVE 4A Neighbourhood Main Streets, (2-Lane Lake Shore)	ALTERNATIVE 4B Neighbourhood Main Streets (4-Lane Lake Shore)	ALTERNATIVE 4C Neighbourhood Main Streets (4-Lane Lake Shore, without Legion Road)
	-EXISTING CONDITIONS HORIZON YEAR -LAKE SHORE (4 LANES) -PARK LAWN (4 LANES) -QUEENSWAY (4 LANES)	-2041 HORIZON YEAR -LAKE SHORE (4 LANES) -PARK LAWN (4 LANES) -QUEENSWAY (4 LANES) -LEGION RD EXTENSION (2 LANES)	-2041 HORIZON YEAR + CHRISTIES -PARK LAWN GO STATION -LAKE SHORE (4 LANES) -PARK LAWN (4 LANES) -QUEENSWAY (4 LANES) -LEGION RD EXTENSION (2 LANES) -STREET A (4 LANES)	-2041 HORIZON YEAR + CHRISTIES -PARK LAWN GO STATION -LAKE SHORE (4 LANES) -PARK LAWN (2 LANES) -PARK LAWN (2 LANES) -QUEENSWAY (4 LANES) -LEGION RD EXTENSION (2 LANES) -STREET A (4 LANES) + GARDINER / LAKE SHORE RAMPS	-2041 HORIZON YEAR + CHRISTIES -PARK LAWN GO STATION -LAKE SHORE (2 LANES) -PARK LAWN (2 LANES) -QUEENSWAY (4 LANES) -LEGION RD EXTENSION (2 LANES) -STREET A (2 LANES) -NORTH-SOUTH STREET (2 LANES) + GARDINER RAMPS	-2041 HORIZON YEAR + CHRISTIES -PARK LAWN GO STATION -LAKE SHORE (4 LANES) -PARK LAWN (2 LANES) -QUEENSWAY (4 LANES) -LEGION RD EXTENSION (2 LANES) -STREET A (2 LANES) -NORTH-SOUTH STREET (2 LANES) + GARDINER RAMPS	-2041 HORIZON YEAR + CHRISTIES -PARK LAWN GO STATION -LAKE SHORE (4 LANES) -PARK LAWN (2 LANES) -QUEENSWAY (4 LANES) -STREET A (2 LANES) -NORTH-SOUTH STREET (2 LANES) + GARDINER RAMPS
POLICY FRAMEWORK	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
SAFE & HEALTHY COMMUNITIES	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
MOBILITY	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
NATURAL ENVIRONMENT	<div>SCREENED OUT Not Carried Forward</div>	<div>SCREENED OUT Not Carried Forward</div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
CULTURAL ENVIRONMENT			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
SOCIAL EQUITY	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
ECONOMIC ENVIRONMENT	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
TOTAL	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
POLICY FRAMEWORKS	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Provincial & City of Toronto Planning Frameworks	<div><div></div><div><ul style="list-style-type: none">Proposes no improvements and therefore does not comply with policy framework and is therefore least preferred</div></div>	<div><div></div><div><ul style="list-style-type: none">Lowest conformity with policy framework given land use intensification, and improvements to connectivity (Legion), cycling, pedestrian, new GO StationLowest compliance with Growth Plan goal of providing “complete communities”, and Regional Transportation Plan goal for sustainable transportation system aligned with land use and complete communities since no community planning and without Park Lawn and Lake Shore complete streets.Of the alternatives this option is the least consistent with the Official Plan given that it is a "do nothing/status quo" future transportation condition where little to no infrastructure improvements would be undertaken, with the exception of the Legion Road extension.This option offers little potential to provide a multi-modal strategy for the safe, efficient, and environmentally sustainable movement of goods and little opportunity to improve air quality, surface/groundwater quality, increase energy efficiency, or reduce greenhouse gas emissions. It therefore has a low conformity with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER. It does not contribute to a Complete Street approach by balancing the needs and priorities of the various users and uses within the right-of-way and is therefore not consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER), OP S. 3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS).This alternative provides a limited opportunity for improved streetscapes, the inclusion of green infrastructure and improved connections and contributes minimally to a high quality public realm not consistent with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4</div></div>	<div><div></div><div><ul style="list-style-type: none">Moderate conformity with policy framework given improvements to connectivity (Street A, Legion), cycling, pedestrian facilities, new GO StationLow compliance with Growth Plan goal of providing “complete communities”, and Regional Transportation Plan goal for sustainable transportation system aligned with land use, and complete communities since without Park Lawn and Lake Shore complete streets.This option provides a moderate conformity with the policies of the City's Official Plan. Alternative 2 proposes two new street connections that will provide improvements to connectivity, circulation, and assist in overcoming the Gardiner Expressway/rail corridor physical barriers. This option focuses on providing additional motor vehicle traffic capacity by providing additional traffic through lanes and turning lanes to and from the Gardiner Expressway and on Park Lawn Road. However, this option will increase traffic access to/from the Gardiner Expressway which may encourage cut-through traffic. This option is therefore moderately consistent with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER. While this option does provide some improvement to road congestion and pedestrian/cycling facilities it contributes minimally to a Complete Street approach and is therefore moderately consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER) and OP S. 3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS).This option proposes limited space for active transportation and public realm improvements on Park Lawn Road as well as limited cycling network connectivity in comparison to the other alternatives. The larger intersections and dual left turn lanes will also reduce pedestrian and</div></div>	<div><div></div><div><ul style="list-style-type: none">Moderate conformity with policy framework given improvements to connectivity (Legion, Street A), cycling, pedestrian facilities, new GO StationModerate compliance with Growth Plan goal of providing “complete communities” since Park Lawn improved but limited opportunity for Lake Shore complete streetsThis option provides a moderate conformity with the policies of the City's Official Plan. Alt. 3 is similar to Alt. 2. The proposed two new street connections will provide improvements to connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers. However, it proposes to reduce Park Lawn Road from four to two traffic lanes and remove dual left turn lanes allowing Park Lawn Road to be developed with a more Neighbourhood Main Street character with a continuous cycling connection between Lake Shore Boulevard West and The Queensway.This option is consistent with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER given that the planned improvements will assist in developing a comprehensive multi-modal strategy for the safe, efficient, and environmentally sustainable movement of goods and people and will also provide opportunity and through the improvements there will be some opportunity to improve air quality, surface/groundwater quality, energy efficiency, and reduce greenhouse gas emissions.Since this option proposes to reduce Park Lawn Road to two traffic lanes and remove dual left turn lanes it will allow Park Lawn Road to be developed with a more Neighbourhood Main Street character with a continuous cycling connection between Lake Shore Boulevard West and The Queensway consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER), OP S. 2.2.3 (RE-</div></div>	<div><div></div><div><ul style="list-style-type: none">Highest conformity with policy framework given improvements to connectivity (Legion, Street A, and N-S street), cycling, pedestrian facilities, new GO StationHighest compliance with Growth Plan goal of providing “complete communities”, and Regional Transportation Plan goal for sustainable transportation system aligned with land use, and complete communitiesThis option provides a high conformity with the policies of the City's Official Plan. The proposed three new street connections and other upgrades will improve connectivity and help to overcome the Gardiner Expressway/rail corridor physical barriers and reduce traffic access to/from Gardiner Expressway potentially discouraging cut-through traffic.It includes more space for active transportation and public realm improvements on Park Lawn Road and the ability to minimize the right-of-way width of Lake Shore Boulevard.This option is consistent with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER given that the planned improvements will assist in developing a comprehensive multi-modal strategy for the safe, efficient, and environmentally sustainable movement of goods and people and will also provide opportunity to improve air quality, surface/ groundwater quality, increased energy efficiency, and reduce greenhouse gas emissions.It also proposes a Complete Street approach balancing the needs and priorities of the various users and uses within the right-of-way including pedestrians, cyclists, transit vehicles, goods and services, emergency vehicles, and motorists across the network while also accommodating landscaping and green infrastructure consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER),</div></div>	<div><div></div><div><ul style="list-style-type: none">Highest conformity with policy framework given improvements to connectivity (Legion, Street A, and N-S street), cycling, pedestrian facilities, new GO Station.High compliance with Growth Plan goal of providing “complete communities”, and Regional Transportation Plan goal for sustainable transportation system aligned with land use, and complete communitiesThis option provides a high conformity with the policies of the City's Official Plan. This option is similar to Alternative 4A except that it proposes a 36 to 40 metre right-of-way for Lake Shore Boulevard West between Brookers Lane and Park Lawn Road to accommodate four traffic lanes, instead of two lanes, a dedicated streetcar right-of-way, uni-directional cycle tracks, street trees/green infrastructure and wider sidewalks.This option is consistent with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER given that the planned improvements will assist in developing a comprehensive multi-modal strategy for the safe, efficient, and environmentally sustainable movement of goods and people and will also provide opportunity to improve air quality, surface/groundwater quality, increased energy efficiency, and reduce greenhouse gas emissions.It also proposes a Complete Street approach balancing the needs and priorities of the various users and uses within the right-of-way including pedestrians, cyclists, transit vehicles, goods and services, emergency vehicles, and motorists across the network while also accommodating landscaping and green infrastructure consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER), OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS</div></div>	<div><div></div><div><ul style="list-style-type: none">High conformity with policy framework given land use intensification, and improvements to connectivity (Street A and N-S street), cycling, pedestrian facilities, new GO Station, but without Lake Shore complete streetHigh compliance with Growth Plan goal of providing “complete communities”, and Regional Transportation Plan goal for sustainable transportation system aligned with land use, and complete communities.This option provides a high conformity with the policies of the City's Official Plan. This option is similar to Alternative 4B in providing a wider Lake Shore Boulevard West right-of-way between Brookers Lane and Park Lawn Road; however, the Legion Road extension is excluded from this alternative.This option is consistent with OP S. 2.2 (1b) & (1c), S. 2.2 (2), S. 2.2 (3) in INTEGRATING LAND USE AND TRANSPORTATION and OP S. 2.4 in BRINGING THE CITY TOGETHER given that the planned improvements will assist in developing a comprehensive multi-modal strategy for the safe, efficient, and environmentally sustainable movement of goods and people and will also provide opportunity to improve air quality, surface/groundwater quality, energy efficiency, and reduce greenhouse gas emissions.It also proposes a Complete Street approach balancing the needs and priorities of the various users and uses within the right-of-way including pedestrians, cyclists, transit vehicles, goods and services, emergency vehicles, and motorists across the network while also accommodating landscaping and green infrastructure consistent with OP S. 3.1.1 (BRINGING THE CITY TOGETHER), OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT), andOP S.</div></div>



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
		(SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT).	cyclist safety. It also provides limited opportunity for improved streetscapes or the inclusion of green infrastructure. This alternative is therefore in moderate conformity with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT)	URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT), and OP S. 3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS). <ul style="list-style-type: none">It provides increased opportunity for improved streetscapes, the inclusion of green infrastructure, and improved connections promoting a high quality public realm consistent with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT) given that it proposes a reduction in Park Lawn Road from four to two traffic lanes and the removal of dual left turn lanes	OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT), andOP S. 3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS). <ul style="list-style-type: none">It provides extensive opportunity for improved streetscapes, the inclusion of green infrastructure, and improved connections promoting a high quality public realm consistent with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT) given that it proposes the most compact intersections and no intersections with dual left turn lanes which will improve pedestrian and cyclist safety and provide excellent cycling network connectivity.	AND EMPLOYMENT AREAS), OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT), and OP S. 3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS). <ul style="list-style-type: none">It provides extensive opportunity for improved streetscapes, the inclusion of green infrastructure, and improved connections promoting a high quality public realm consistent with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT) given that it too proposes the most compact intersections and no intersections with dual left turn lanes which will improve pedestrian and cyclist safety and provide excellent cycling network connectivity.	3.5.1 (3) (CREATING A STRONG AND DIVERSE ECONOMY) and OP S. 3.3 (1), (2), & (3) (BUILDING NEW NEIGHBORHOODS). <ul style="list-style-type: none">It provides extensive opportunity for improved streetscapes, the inclusion of green infrastructure, and improved connections promoting a high quality public realm consistent with OP S. 2.2.3 (RE-URBANIZING ARTERIAL CORRIDORS), OP S. 2.2.4 (SUPPORTING BUSINESS AND EMPLOYMENT AREAS), and OP S. 2.3.2 (GREEN SPACE SYSTEM AND WATERFRONT).
Other City Transportation Strategies, Guidelines, & Initiatives	<div></div> <ul style="list-style-type: none">Lowest: Proposes no improvements and Is not consistent with approved transportation studiesDoes not provide any new opportunities to support green infrastructure and does not contribute to meeting vision zero objectives	<div></div> <ul style="list-style-type: none">Low overall support for transportation strategies due to the provision of enhanced multimodal roads along Legion only.Other than Legion Road, does not provide any new opportunities to support green infrastructure and does not contribute to meeting vision zero objectives:	<div></div> <ul style="list-style-type: none">Moderate overall support for transportation strategies due to the provision of enhanced multimodal roads along Legion and The Queensway.Improvements on Legion and The Queensway provide new opportunities to support green infrastructure and to contribute to meeting vision zero objectives	<div></div> <ul style="list-style-type: none">Moderate overall support for transportation strategies due to the provision of enhanced multimodal roads along Legion, The Queensway and Park Lawn.Improvements on these noted roads provide several new opportunities to support green infrastructure and to contribute to meeting vision zero objectives	<div></div> <ul style="list-style-type: none">Highest overall support for transportation strategies due to the provision of enhanced multimodal roads along Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street; and improvements for goods movement.Improvements on these noted roads provide numerous new opportunities to support green infrastructure and to contribute to meeting vision zero objectives	<div></div> <ul style="list-style-type: none">High overall support for transportation strategies due to the provision of enhanced multimodal roads along Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street; and improvements for goods movement.Improvements on these noted roads provide numerous new opportunities to support green infrastructure and to contribute to meeting vision zero objectives	<div></div> <ul style="list-style-type: none">High overall support for transportation strategies due to the provision of enhanced multimodal roads along The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street; and improvements for goods movement: however, excludes a Legion Rd. Extension.Improvements on these noted roads provide several new opportunities to support green infrastructure and to contribute to meeting vision zero objectives
City Resiliency & Climate Change Initiatives	<div></div> <ul style="list-style-type: none">Lowest: Proposes no improvements to address climate change	<div></div> <p>Low opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements planned for Legion , but limited opportunity for active transportation and transit trips to potentially reduce GHG'sImprovements to Legion only provides limited opportunity to include low impact design measures to address climate change. Low points along profile curves for Legion Rd. and Park Lawn may be prone to flooding during extreme storm events; will need to be considered in design	<div></div> <p>Fair opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), and Lake Shore enhances opportunities for active transportation and transit trips, and potentially reduce GHG'sImprovements to Legion and Lake Shore provide opportunities to include low impact design measures to address climate change. Low points along profile curves for Legion, Park Lawn, new Street A, may be prone to flooding during extreme storm events; will need to be considered in design	<div></div> <p>Fair opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, The Queensway, Park Lawn, and Lake Shore enhances opportunities for active transportation and transit trips, and potentially reduce GHG'sImprovements to Legion, Park Lawn and Lake Shore provide opportunities to include low impact design measures to address climate change. Low points along profile curves for Legion, Park Lawn, new Street A, may be prone to flooding during extreme storm events; will need to be considered in design	<div></div> <p>Highest opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG'sImprovements to Legion, Park Lawn, Lake Shore provide opportunities to include low impact design measures to address climate change. Low points along profile curves for Legion, Park Lawn, new Street A, and new N-S street may be prone to flooding during extreme storm events; will need to be considered in design.	<div></div> <p>Highest opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG'sImprovements to Legion, Park Lawn, Lake Shore provide opportunities to include low impact design measures to address climate change. Low points along profile curves for Legion, Park Lawn, new Street A, and new N-S street may be prone to flooding during extreme storm events; will need to be considered in design	<div></div> <p>Moderate opportunity to address climate change:</p> <ul style="list-style-type: none">Multi-modal improvements to The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG's; however, excludes potential improvements associated with Legion Rd.Improvements to Park Lawn, Lake Shore provide opportunities to include low impact design measures to address climate change. Low points along profile curves for Park Lawn, new Street A, and new N-S street may be prone to flooding during extreme storm events; will need to be considered in design

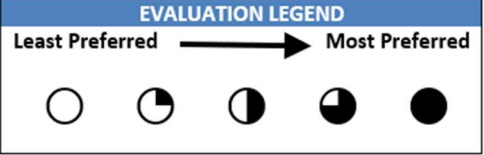


EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
SAFE, HEALTHY COMMUNITIES	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Safe & Active Streets	<div></div> <ul style="list-style-type: none">Lowest opportunity for improved safe and active streets since this does not provide improvements to pedestrian and cycling facilities	<div></div> <p>Low opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Limited (4) improved or new active transportation facilities: Legion onlyLow degree of street right-of-way dedicated to improved active transportation on area major streetsLow safety for vulnerable users since limited separated facilities improvementsModerate opportunity for protected crossings along Park Lawn and Lake Shore, but Park Lawn and Lake Shore Road platform is wider than the other narrowed alternatives for pedestrian crossings	<div></div> <p>Moderate opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Some (3+) improved or new active transportation facilities: Legion, The Queensway, Park Lawn (south of rail), Lake ShoreModerate degree of street right-of-way dedicated to improved active transportation on above streetsModerate safety for vulnerable users since separated facilities on area major streetsModerate opportunity for protected crossings along Park Lawn and Lake Shore, but wider Park Lawn and Lake Shore road platform for crossings	<div></div> <p>Moderate opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Some (4) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake ShoreHigh degree of street right-of-way dedicated to improved active transportation on above streetsHigh safety for vulnerable users since separated facilities on area major streetsHigh opportunity for protected crossings along Park Lawn and Lake Shore, but wider Lake Shore road platform for crossings	<div></div> <p>Highest opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Numerous (6) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetHighest degree of street right-of-way dedicated to improved active transportation on area major streetsHighest safety for vulnerable users since separated facilities on above streetsHighest opportunity for protected crossings along Park Lawn and Lake Shore	<div></div> <p>High opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Numerous (6) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetHighest degree of street right-of-way dedicated to improved active transportation on area major streetsHigh safety for vulnerable users since separated facilities on above streetsHigh opportunity for protected crossings along Park Lawn and Lake Shore, but wider Lake Shore road platform for crossings	<div></div> <p>High opportunity for improved safe and active streets:</p> <ul style="list-style-type: none">Numerous (5) improved or new active transportation facilities: The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetHigh degree of street right-of-way dedicated to improved active transportation on area major streetsHigh safety for vulnerable users since separated facilities on above streetsHigh opportunity for protected crossings along Park Lawn and Lake Shore, but wider Lake Shore road platform for crossings
Green & Vibrant Streets	<div></div> <ul style="list-style-type: none">Lowest opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys since no improvements to area road network	<div></div> <p>Low opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Limited (1) proposed improvements provide opportunities for streetscaping for Legion onlyNo new opportunity to provide curbside activities	<div></div> <p>Moderate opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Some (5) proposed improvements provide opportunities for streetscaping for Legion, The Queensway, Park Lawn, Lake Shore, new Street ALow opportunity (1 street only) to provide curbside activities along new Street A	<div></div> <p>High opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Some (5) proposed improvements provide opportunities for streetscaping for Legion, The Queensway, Park Lawn, Lake Shore, new Street A.Brookers ramp reconfiguration may provide opportunity for additional streetscape opportunity, and most notably Park Lawn due to the proposed lane reductionsSome potential (2 streets) to provide curbside activities along new Street A, and also Park Lawn due to the proposed lane reductions	<div></div> <p>Highest opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Numerous (6) proposed improvements provide opportunities for streetscaping for Legion, The Queensway, new Street A, and new N-S street, and most notably Park Lawn and Lake Shore due to the proposed lane reductionsHighest potential (3 streets) to provide curbside activities along new Street A, and also both Park Lawn and Lake Shore due to the proposed lane reductions	<div></div> <p>High opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Numerous (6) proposed improvements provide opportunities for streetscaping for Legion, The Queensway, Lake Shore, new Street A, and new N-S street, and most notably Park Lawn due to the proposed lane reductionsSome potential (2 streets) to provide curbside activities along new Street A, and also Park Lawn due to the proposed lane reductions	<div></div> <p>High opportunity to enhance streetscape and provide street trees, enhance green infrastructure, and to provide curbside laybys:</p> <ul style="list-style-type: none">Numerous (5) proposed improvements provide opportunities for streetscaping for The Queensway, Lake Shore, new Street A, and new N-S street, and most notably Park Lawn due to the proposed lane reductionsSome potential (2 streets) to provide curbside activities along new Street A, and also Park Lawn due to the proposed lane reductions

EVALUATION LEGEND

Least Preferred → Most Preferred

EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
Neighbourhood Connectivity & Choice	<div></div> <p>Lowest opportunity to improve neighbourhood connections and for a broad range of travel choices since no improvements to area road network</p>	<div></div> <p>Low opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Low new route connections (1) for the area transportation network: LegionLimited network of multimodal roads (1): Legion.Legion Rd. extension will help to overcome rail corridor physical barrier	<div></div> <p>Moderate opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Moderate new route connections (2) for the area transportation network: Legion, new Street AModerate network of multimodal roads (5): Legion, The Queensway, Park Lawn, Lake Shore, new Street A.Helps to overcome rail corridor physical barrier	<div></div> <p>Moderate opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Moderate new route connections (2) for the area transportation network: Legion, new Street AModerate network of multimodal roads (5): Legion, The Queensway, Park Lawn, Lake Shore, new Street AProposed "connection" from Street A to the Gardiner/Lake Shore ramps is only an auto-oriented connection and does not enhance local connectivity for traffic or other modesHelps to overcome Gardiner Expressway/rail corridor physical barriers.	<div></div> <p>Highest opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Most new route connections (3) for the area transportation network: Legion, new Street A, and new N-S streetMost network of multimodal roads (6): Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street.Helps to overcome Gardiner Expressway/rail corridor physical barriers.	<div></div> <p>Highest opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Most new route connections (3) for the area transportation network: Legion, new Street A, and new N-S streetMost network of multimodal roads (6): Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street.Helps to overcome Gardiner Expressway/rail corridor physical barriers.	<div></div> <p>High opportunity for new key neighbourhood connections and for a broad range of travel choices:</p> <ul style="list-style-type: none">Most new route connections (2) for the area transportation network: new Street A, and new N-S streetHigh network of multimodal roads (5): The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street.Helps to overcome Gardiner Expressway/rail corridor physical barriers.
Noise	<div></div> <p>No potential to manage noise impacts due to:</p> <ul style="list-style-type: none">No improvement to long-term area transportation operations and congestion, resulting in continued potential stopping and acceleration noise <p>No construction and associated noise impacts</p>	<div></div> <p>Limited potential to manage noise impacts due to:</p> <ul style="list-style-type: none">Increased future background traffic (to 2041) contributes to poorer long-term area transportation operations and congestion, resulting in continued potential stopping and acceleration noiseShort-term potential noise impacts associated with construction of Legion	<div></div> <p>High potential for limited noise impacts due to:</p> <ul style="list-style-type: none">TDM measures to reduce traffic volumes, and area network improvements (5: Legion, The Queensway, Park Lawn, Lake Shore, new Street A) contribute to slightly improved long-term area transportation operations and congestion, resulting in potential decreased stopping and acceleration noiseShort-term potential noise impacts associated with construction of highway access improvements and roads	<div></div> <p>Highest potential for limited noise impacts due to:</p> <ul style="list-style-type: none">TDM measures to reduce traffic volumes, and area network improvements (6: Legion, The Queensway, Park Lawn, Lake Shore, new Street A and Brookers ramp reconfiguration) contribute to slightly improved long-term area transportation operations and congestion, resulting in potential decreased stopping and acceleration noiseShort-term potential noise impacts associated with construction of highway access improvements and roads	<div></div> <p>Limited potential to manage noise impacts due to:</p> <ul style="list-style-type: none">Despite TDM measures to reduce traffic volumes, lane reductions on Park Lawn and Lake Shore result in poor area transportation operations and congestion, with notable potential congestion stopping and acceleration noiseShort-term potential noise impacts associated with construction of highway access improvements and roads	<div></div> <p>Highest potential for limited noise impacts due to:</p> <ul style="list-style-type: none">TDM measures to reduce traffic volumes, and area network improvements (6: Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street) contribute to slightly improved long-term area transportation operations and congestion, resulting in potential decreased stopping and acceleration noiseShort-term potential noise impacts associated with construction of highway access improvements and roads	<div></div> <p>High potential for limited noise impacts due to:</p> <ul style="list-style-type: none">TDM measures to reduce traffic volumes, and area network improvements (5: The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street) contribute to slightly improved long-term area transportation operations and congestion, resulting in potential decreased stopping and acceleration noiseShort-term potential noise impacts associated with construction of highway access improvements and roads

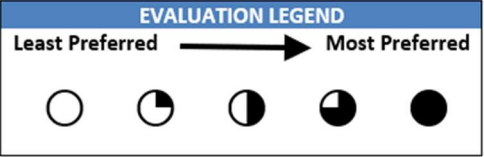


EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
MOBILITY	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Auto Traffic	<div></div> <p>No overall improvement to network operations since no proposed improvements: Alternative 1 has reasonable %-arrival rates, and no critical intersections:</p> <ul style="list-style-type: none">88% / 93% of demand arrives at destination during am and pm peak hours, respectively0 / 0 critical intersections during am and pm peak hours, respectivelyHowever, this alternative would not accommodate future traffic growth associated with proposed area development, thus worsened traffic conditions would be expected in the futurePoorest overall auto network configuration since no improvements to auto movement along roads	<div></div> <p>Fair overall network operations: Alternative 1 has lowest %-arrival rates, although no critical intersections:</p> <ul style="list-style-type: none">84% / 90% of demand arrives at destination during am and pm peak hours, respectively0 / 0 critical intersections during am and pm peak hours, respectivelyHowever, this alternative would not accommodate future traffic growth associated with proposed area development, thus worsened traffic conditions would be expected in the futureVery minor improvement to auto route connectivity and route choice (only improvement is new Legion Road extension)	<div></div> <p>Moderate overall network operations: Alternative 2 has slightly worse operations than Alternative 3</p> <p>Moderate improvement to auto route connectivity and route choice due to improved highway access, new Legion extension, and new Street A</p>	<div></div> <p>High (better) overall network operations: Alternatives 3 and 4A/B/C have similar %-arrival rates, however Alternative 3 has 4 critical intersections:</p> <ul style="list-style-type: none">90% / 96% of demand arrives at destination during am and pm peak hours, respectively4 / 0 critical intersections during am and pm peak hours, respectively <p>Moderate improvement to auto route connectivity and route choice due to improved highway access and reconfigured Brookers ramps, new Legion extension, and new Street A</p>	<div></div> <p>Fair overall network operations: Alternatives 3 and 4A/B/C have similar %-arrival rates, however Alternative 4A has 13 critical intersections:</p> <ul style="list-style-type: none">89% / 93% of demand arrives at destination during am and pm peak hours, respectively4 / 9 critical intersections during am and pm peak hours, respectively <p>Highest improvement to auto route connectivity and route choice due to improved highway access, new Legion extension, and new Street A and new N-S street</p>	<div></div> <p>Highest (best) overall network operations: Alternatives 3 and 4A/B/C have similar %-arrival rates, however Alternative 4B has only 2 critical intersections:</p> <ul style="list-style-type: none">90% / 95% of demand arrives at destination during am and pm peak hours, respectively0 / 2 critical intersections during am and pm peak hours, respectively <p>Highest improvement to auto route connectivity and route choice due to improved highway access, new Legion extension, new Street A and new N-S street</p>	<div></div> <p>High (better) overall network operations: Alternatives 3 and 4A/B/C have similar %-arrival rates, however Alternative 4C has 4 critical intersections:</p> <ul style="list-style-type: none">90% / 95% of demand arrives at destination during am and pm peak hours, respectively1 / 3 critical intersections during am and pm peak hours, respectively <p>High improvement to auto route connectivity and route choice due to improved highway access, new Street A and new N-S street</p>
Gardiner Traffic Neighbourhood Infiltration	<div></div> <ul style="list-style-type: none">No potential to discourage Gardiner traffic on the neighbourhood streets since no improvement is proposed	<div></div> <p>None to limited potential to discourage Gardiner traffic on the neighbourhood streets since only the Legion improvement is proposed</p>	<div></div> <p>Limited to fair potential to discourage Gardiner traffic on the neighbourhood streets:</p> <ul style="list-style-type: none">Double left turn lanes at on and off ramps to/from Gardiner at Park Lawn may attract Gardiner traffic, butThe new Street A may attract Gardiner related traffic away from Park Lawn and Lake Shore (however some traffic will still be experienced along these streets)	<div></div> <p>Limited potential to discourage Gardiner traffic on the neighbourhood streets:</p> <ul style="list-style-type: none">Single left turn lane at on and off ramps to/from Gardiner at Park Lawn, andReduction in number of lanes on Park Lawn will discourage Gardiner related traffic from using the neighbourhood street networkThe new Street A with reconfigured Brookers ramps provides direct link between Gardiner ramps and has high likelihood to attract Gardiner traffic away from Park Lawn and Lake Shore	<div></div> <p>Highest potential to discourage Gardiner traffic on the neighbourhood streets:</p> <ul style="list-style-type: none">Single left turn lane at on and off ramps to/from Gardiner at Park Lawn, andReduction in number of lanes on Park Lawn and Lake Shore will discourage Gardiner related traffic from using the neighbourhood street network.	<div></div> <p>High potential to discourage Gardiner traffic on the neighbourhood streets:</p> <ul style="list-style-type: none">Single left turn lane at on and off ramps to/from Gardiner at Park Lawn, andReduction in number of lanes on Park Lawn will discourage Gardiner related traffic from using the neighbourhood street network.	<div></div> <p>High potential to discourage Gardiner traffic on the neighbourhood streets:</p> <ul style="list-style-type: none">Single left turn lane at on and off ramps to/from Gardiner at Park Lawn, andReduction in number of lanes on Park Lawn will discourage Gardiner related traffic from using the neighbourhood street network.
Cycling	<div></div> <p>Poorest cycling network configuration since does not provide improvements to cycling facilities:</p> <ul style="list-style-type: none">No new connections across rail and Gardiner barriersNo improved or new active transportation facilities	<div></div> <p>Poor cycling network configuration:</p> <ul style="list-style-type: none">One (1) new connection across rail barrier: LegionTwo (2) improved or new active transportation facilities: Legion, Lake ShoreNetwork quality: all new facilities enhance connections and are dedicated. The new Legion Road segment will be on grade, but at an acceptable design standard.	<div></div> <p>Moderate (fair) cycling network configuration:</p> <ul style="list-style-type: none">One (1) new connection across rail barrier: LegionNumerous (4) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake ShoreNetwork quality: all new facilities greatly enhance connections and are dedicated. The new Legion Road segment will be on grade, but at an acceptable design standard.	<div></div> <p>Moderate (fair) cycling network configuration:</p> <ul style="list-style-type: none">Two (2) new connection across rail barrier: Legion and new E-W StreetNumerous (4) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake ShoreNetwork quality: all new facilities greatly enhance connections and are dedicated. The new Legion Road segment will be on grade, but at an acceptable design standard.	<div></div> <p>Highest (best) cycling network configuration:</p> <ul style="list-style-type: none">Most (3) new connections across rail and Gardiner barriers: Legion, new Street A and N-S streetNumerous (6) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all new facilities greatly enhance connections and are dedicated. The new Legion Road and N-S street segments will be on grades, but at an acceptable design standard.	<div></div> <p>Highest (best) cycling network configuration:</p> <ul style="list-style-type: none">Most (3) new connections across rail and Gardiner barriers: Legion, new Street A and N-S streetNumerous (6) improved or new active transportation facilities: Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all new facilities greatly enhance connections and are dedicated. The new Legion Road and N-S street segments will be on grades, but at an acceptable design standard.	<div></div> <p>High (good) cycling network configuration:</p> <ul style="list-style-type: none">Two (2) new connections across rail and Gardiner barriers: new Street A and N-S streetNumerous (5) improved or new active transportation facilities: The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all new facilities greatly enhance connections and are dedicated. The new N-S street segment will be on grade, but at an acceptable design standard.

EVALUATION LEGEND

Least Preferred→Most Preferred

EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
Walking	<div></div> <p>Poorest walking network configuration improvement since no improvements to pedestrian facilities:</p> <ul style="list-style-type: none">No new connections across rail and Gardiner barriersNo improved or new walking facilities	<div></div> <p>Limited (poor) walking network configuration improvement:</p> <ul style="list-style-type: none">One (1) new connection across rail barrier: LegionOne (1) new walking facility: LegionNetwork quality: one new facility enhances connections	<div></div> <p>Moderate (fair) walking network configuration:</p> <ul style="list-style-type: none">Two (2) new connections across rail and Gardiner barriers: Legion, new Street ASome (3+) improved or new walking facilities: Legion, Park Lawn (south of rail), Lake Shore, new Street ANetwork quality: all are new facilities and enhance connections; there is only one sidewalk on the new Street A	<div></div> <p>Moderate (fair) walking network configuration:</p> <ul style="list-style-type: none">Two (2) new connections across rail and Gardiner barriers: Legion, new Street ASome (4) improved or new walking facilities: Legion, Park Lawn, Lake Shore, new Street ANetwork quality: all are new facilities and enhance connections; there is only one sidewalk on the new Street A, and potential for wider sidewalk facilities on Park Lawn	<div></div> <p>Highest (best) walking network configuration:</p> <ul style="list-style-type: none">Most (3) new connections across rail and Gardiner barriers: Legion, new Street A and N-S streetNumerous (5) improved or new walking facilities: Legion, Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all are new facilities and greatly enhance connections; there are two sidewalks on the new Street A, and potential for wider sidewalk facilities on both Park Lawn and Lake Shore.	<div></div> <p>High (better) walking network configuration:</p> <ul style="list-style-type: none">Most (3) new connections across rail and Gardiner barriers: Legion, new Street A and N-S streetNumerous (5) improved or new walking facilities: Legion, Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all are new facilities and greatly enhance connections; there are two sidewalks on the new Street A, and potential for wider sidewalk facilities on Park Lawn	<div></div> <p>Moderate (fair) walking network configuration:</p> <ul style="list-style-type: none">Two (2) new connections across rail and Gardiner barriers: new Street A and N-S streetSome (4) improved or new walking facilities: Park Lawn, Lake Shore, new Street A, and new N-S streetNetwork quality: all are new facilities and greatly enhance connections; there are two sidewalks on the new Street A, and potential for wider sidewalk facilities on Park Lawn
Transit	<div></div> <p>Poorest transit network configuration improvement since no improvements to transit facilities:</p> <ul style="list-style-type: none">No Park Lawn GO station, and hence no direct and 'last mile' walking, cycling and surface transit connection improvements to the GO stationNo improvement to transit priority along Lake ShoreNo improvement to surface transit service & route network flexibility	<div></div> <p>Limited (poor) transit network configuration:</p> <ul style="list-style-type: none">No Park Lawn GO station, and hence no direct and 'last mile' walking, cycling and surface transit connection improvements to the GO stationProvides surface transit priority along Lake ShoreSome surface transit service & route network flexibility improvement via Lake Shore	<div></div> <p>Moderate (fair) transit network configuration:</p> <ul style="list-style-type: none">Some (3+) available direct and 'last mile' walking, cycling and surface transit connections to the new Park Lawn GO station (via new or improved connections along The Queensway, Park Lawn (south of rail), Lake Shore, new Street A (one sidewalk, but no cycling))Provides surface transit priority along Lake ShoreMost surface transit service & route network flexibility via Lake Shore and the Christie internal roads	<div></div> <p>Moderate (fair) transit network configuration:</p> <ul style="list-style-type: none">Some (4) available direct and 'last mile' walking, cycling and surface transit connections to the new Park Lawn GO station (via new or improved connections along The Queensway, Park Lawn, Lake Shore, new Street A (one sidewalk, but no cycling))Provides surface transit priority along Lake ShoreMost surface transit service & route network flexibility via Lake Shore and the Christie internal roads	<div></div> <p>Highest (best) transit network configuration:</p> <ul style="list-style-type: none">Most (6) available direct and 'last mile' walking, cycling and surface transit connections to the new Park Lawn GO station (via new or improved connections along Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street)Provides surface transit priority along Lake ShoreMost surface transit service & route network flexibility via Lake Shore and the Christie internal roads	<div></div> <p>Highest (best) transit network configuration:</p> <ul style="list-style-type: none">Most (6) available direct and 'last mile' walking, cycling and surface transit connections to the new Park Lawn GO station (via new or improved connections along Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street)Provides surface transit priority along Lake ShoreMost surface transit service & route network flexibility via Lake Shore and the Christie internal roads	<div></div> <p>High (better) transit network configuration:</p> <ul style="list-style-type: none">Several (5) available direct and 'last mile' walking, cycling and surface transit connections to the new Park Lawn GO station (via new or improved connections along The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street)Provides surface transit priority along Lake ShoreMost surface transit service & route network flexibility via Lake Shore and the Christie internal roads



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
NATURAL ENVIRONMENT	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Environmentally Sensitive Features and Compatibility with Natural Environment	<div></div> <p>No impacts:</p> <ul style="list-style-type: none">No construction proposed so most preferred in comparison to other alternatives.No impact to fisheries and aquatic featuresNo impact to vegetation features	<div></div> <p>Low natural impacts:</p> <ul style="list-style-type: none">Some potential for impact resulting from construction of Legion Rd. extension in the Mimico Creek ravine system (part of the City of Toronto Natural Heritage System, and a TRCA Regulated Policy Area)Limited potential impact to fisheries and aquatic features associated with Legion constructionLimited (1) potential impact to vegetation features and fish/fish habitat associated with Legion construction near Bonar Creek	<div></div> <p>High natural impacts:</p> <ul style="list-style-type: none">Increased potential for impact associated with construction of Legion Rd. extension in the Mimico Creek ravine system (part of the City of Toronto Natural Heritage System, and a TRCA Regulated Policy Area); and also from construction of improved highway access, new Street A, Christie's Site Dev., new GO Station in/adjacent to City of Toronto Natural Heritage System landsLimited potential impact to fisheries and aquatic features associated with Legion construction near Bonar CreekSome (2 roads) potential impact to vegetation features associated with Legion and new Street A construction	<div></div> <p>High natural impacts:</p> <ul style="list-style-type: none">Increased potential for impact associated with construction of Legion Rd. extension in the Mimico Creek ravine system (part of the City of Toronto Natural Heritage System, and a TRCA Regulated Policy Area); and also from construction of improved highway access, new Street A, Christie's Site Dev., new GO Station in/adjacent to City of Toronto Natural Heritage System landsLimited potential impact to fisheries and aquatic features associated with Legion constructionSome (2 roads) potential impact to vegetation features associated with Legion and new Street A construction	<div></div> <p>Highest natural impacts:</p> <ul style="list-style-type: none">High potential for impact since proposes the most construction, therefore most potential for impact associated with construction of Legion Rd. extension in the Mimico Creek ravine system (part of the City of Toronto Natural Heritage System, and a TRCA Regulated Policy Area); and also from construction of improved highway access, new Street A, new N-S street Christie's Site Dev., new GO Station in/adjacent to City of Toronto Natural Heritage System landsLimited potential impact to fisheries and aquatic features associated with Legion constructionSome (2 roads) potential impact to vegetation features associated with Legion and new Street A construction	<div></div> <p>Highest natural impacts:</p> <ul style="list-style-type: none">High potential for impact since proposes the most construction, therefore most potential for impact associated with construction of Legion Rd. extension in the Mimico Creek ravine system (part of the City of Toronto Natural Heritage System, and a TRCA Regulated Policy Area); and also from construction of improved highway access, new Street A, new N-S street, Christie's Site Dev., new GO Station in/adjacent to City of Toronto Natural Heritage System landsLimited potential impact to fisheries and aquatic features associated with Legion constructionSome (2 roads) potential impact to vegetation features associated with Legion and new Street A construction	<div></div> <p>Moderate natural impacts:</p> <ul style="list-style-type: none">Increased potential for impact associated with construction of improved highway access, new Street A, new N-S Street, Christie's Site Dev., new GO Station in/adjacent to City of Toronto Natural Heritage System landsNo or limited potential impact to fisheries and aquatic featuresLow (1 road) potential impact to vegetation features associated with new Street A
Stormwater Management	<div></div> <p>No benefit to drainage:</p> <ul style="list-style-type: none">No construction proposed so least potential for benefit and potential for LID design improvements to offset hard-surface impervious area	<div></div> <p>High negative impact or limited benefit to drainage:</p> <ul style="list-style-type: none">Only one (1) improvement (Legion) and limited potential for LID design improvements to offset hard-surface impervious areaPotential need for new (1) pumping station at new Legion	<div></div> <p>Moderate potential negative impact to drainage:</p> <ul style="list-style-type: none">Proposes five (5) improvements (highway access, Legion, Park Lawn, Lake Shore, new Street A) and has high potential for LID design improvements to offset hard-surface impervious areaPotential need for new (2) pumping stations at new Legion and Street A	<div></div> <p>Moderate potential negative impact to drainage:</p> <ul style="list-style-type: none">Proposes five (5) improvements (highway access, Legion, Park Lawn, Lake Shore, new Street A) and has high potential for LID design improvements to offset hard-surface impervious areaSlightly higher impervious area due to Brookers ramps reconfiguration. However, lane reductions on Park Lawn (only) may offset some increase in the hard-surface impervious areaPotential need for new (2) pumping station at new Legion and Street A	<div></div> <p>Lowest potential negative impact to drainage:</p> <ul style="list-style-type: none">Proposes the most (6) improvements (highway access, Legion, Park Lawn, Lake Shore, new Street A, new N-S street) and has most potential for LID design improvements to offset hard-surface impervious areaHowever, lane reductions on Park Lawn and Lake Shore may offset some increase in the hard-surface impervious areaPotential need for two (3) pumping stations at new Legion, Street A and N-S streets	<div></div> <p>Low potential negative impact to drainage:</p> <ul style="list-style-type: none">Proposes the most (6) improvements (highway access, Legion, Park Lawn, Lake Shore, new Street A, new N-S street) and has some potential for LID design improvements to offset hard-surface impervious areaHowever, lane reductions on Park Lawn (only) may offset some increase in the hard-surface impervious areaPotential need for two (3) pumping stations at new Legion, Street A and N-S streets	<div></div> <p>Moderate potential to negatively impact drainage:</p> <ul style="list-style-type: none">Proposes the numerous (5) improvements (highway access, Park Lawn, Lake Shore, new Street A, new N-S street) and has high potential for LID design improvements to offset hard-surface impervious areaHowever, lane reductions on Park Lawn (only) may offset some increase in the hard-surface impervious areaPotential need for (2) pumping station at new N-S street and Street A

EVALUATION LEGEND

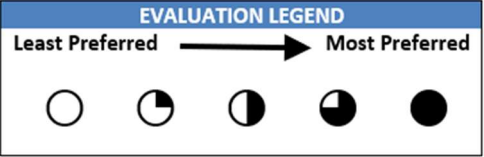
Least Preferred→Most Preferred

EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
Groundwater Quality	<div></div> <p>No impacts:</p> <ul style="list-style-type: none">No construction proposed so least potential for groundwater impact and therefore most preferred in comparison to other alternatives.	<div></div> <p>Limited to low impacts to groundwater:</p> <ul style="list-style-type: none">Limited potential for impact (1 road) due to slightly greater hard-surface impervious area associated with Legion Rd. extension (may contribute to reduced groundwater recharge if unmitigated)	<div></div> <p>Moderate impacts to groundwater:</p> <ul style="list-style-type: none">Increased potential for impact (3 roads) due to greater hard-surface impervious area associated with construction of improved highway access, Legion, new Street A (may contribute to reduced groundwater recharge if unmitigated)	<div></div> <p>High impacts to groundwater:</p> <ul style="list-style-type: none">Increased potential impact (3+ road elements) due to greater hard-surface impervious area associated with construction of improved highway access and reconfigured Brookers ramps, Legion, new Street A (may contribute to reduced groundwater recharge if unmitigated)However, potential improvements (1 road) due to lane reductions on Park Lawn may offset some increase in the hard-surface impervious area	<div></div> <p>Moderate impacts to groundwater:</p> <ul style="list-style-type: none">Increased potential impact (4 road elements) due to greater hard-surface impervious area associated with construction of improved highway access, Legion, new Street A and N-S street (may contribute to reduced groundwater recharge if unmitigated)However, potential improvements (2 roads) due to lane reductions on Park Lawn and Lake Shore may offset some increase in the hard-surface impervious area	<div></div> <p>High impacts to groundwater:</p> <ul style="list-style-type: none">Increased potential impact (4 road elements) due to greater hard-surface impervious area associated with construction of improved highway access, Legion, new Street A and N-S street (may contribute to reduced groundwater recharge if unmitigated)However, potential improvements (1 road) due to lane reductions on Park Lawn may offset some increase in the hard-surface impervious area	<div></div> <p>Moderate impacts to groundwater:</p> <ul style="list-style-type: none">Increased potential impact (3 road elements) due to greater hard-surface impervious area associated with construction of improved highway access, new Street A and N-S street (may contribute to reduced groundwater recharge if unmitigated)However, potential improvements (1 road) due to lane reductions on Park Lawn may offset some increase in the hard-surface impervious area
Air Quality	<div></div> <ul style="list-style-type: none">Lowest opportunity to improve air quality and GHG's since no improvements	<div></div> <p>Lowest opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">No proposed Christie site development mixed-use transit oriented community, and only multi-modal improvements to Legion, thus limited opportunities for active transportation and transit trips to potentially reduce GHG's	<div></div> <p>Fair opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">Proposed Christie site development mixed-use transit oriented community, and multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, and new Street A enhances opportunities for active transportation and transit trips, and potentially reduce GHG's	<div></div> <p>Moderate opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">Proposed Christie site development mixed-use transit oriented community, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore and new Street A enhances opportunities for active transportation and transit trips, and potentially reduce GHG's	<div></div> <p>High opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">Proposed Christie site development mixed-use transit oriented community, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG's	<div></div> <p>Highest opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">Proposed Christie site development mixed-use transit oriented community, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG's	<div></div> <p>Moderate opportunity to improve air quality and GHG's by converting auto trips to environmentally sound travel modes (i.e walking, bike, and transit):</p> <ul style="list-style-type: none">Multi-modal improvements to The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street enhances opportunities for active transportation and transit trips, and potentially reduce GHG's

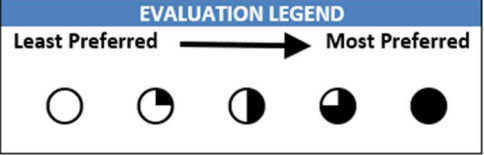
EVALUATION LEGEND

Least Preferred → Most Preferred

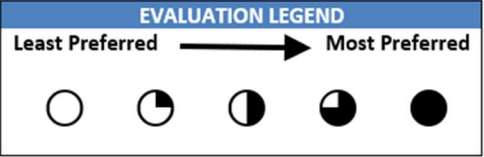
EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
CULTURAL ENVIRONMENT	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Archaeological Resources and Traditional Uses of Indigenous Communities	<div></div> <ul style="list-style-type: none">No construction proposed so least potential to impact archaeological resources and therefore most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Limited potential (1 road element) for impact associated with Legion Rd. extensionThe St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the Legion Rd. extension have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected area.	<div></div> <ul style="list-style-type: none">High potential (3 road elements) for impact with construction of highway access improvements, Legion, new Street AThe St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the Legion Rd. extension and the proposed Street A have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected areas.	<div></div> <ul style="list-style-type: none">High potential (3+ road elements) for impact with construction of highway access improvements, Legion, new Street A and reconfigured Brookers rampsThe St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the Legion Rd. extension and the proposed Street A have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected areas.	<div></div> <ul style="list-style-type: none">High potential (3 road elements) for impact with construction of highway access improvements, Legion, new Street AThe St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the Legion Rd. extension, the proposed Street A and the new N-S street have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected areas.	<div></div> <ul style="list-style-type: none">High potential (3 road elements) for impact with construction of highway access improvements, Legion, new Street A.. However, the St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the Legion Rd. extension, the proposed Street A and the new N-S street have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected areas.	<div></div> <ul style="list-style-type: none">Increased potential (2 road elements) for impact with construction of highway access improvements, new Street A, & new N-S Street.However, the St. 1 Archaeological Assessment (AECOM, 2020) confirmed that the majority of lands subject to the proposed Street A and new N-S street have been cleared of archaeological concerns with only a limited amount of further study required to confirm archaeological potential in the affected areas.
Built Heritage and Cultural Heritage Landscapes	<div></div> <ul style="list-style-type: none">No construction proposed so least potential for impact and therefore most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Limited potential (1 BHR) for impact associated with Legion Rd. extension (due to one identified BHR: CN rail bridge over Mimico Creek)	<div></div> <ul style="list-style-type: none">High potential (6 BHR's) for impact from construction of highway access improvements, Legion, new Street A street (due to 6 identified BHR's: CN rail bridge over Mimico Creek, CN bridge over Park Lawn, Gardiner bridge over Park Lawn, Gardiner bridge over rail, Gardiner EB bridge over Lake Shore ramp, and Gardiner WB bridge over Lake Shore ramp)	<div></div> <ul style="list-style-type: none">High potential (6 BHR's) for impact from construction of highway access improvements, Legion, new Street A street (due to 6 identified BHR's: CN rail bridge over Mimico Creek, CN bridge over Park Lawn, Gardiner bridge over Park Lawn, Gardiner bridge over rail, Gardiner EB bridge over Lake Shore ramp, and Gardiner WB bridge over Lake Shore ramp)	<div></div> <ul style="list-style-type: none">Highest potential (7 BHR's) for impact with construction of highway access improvements, Legion, new Street A street, new N-S street (due to 7 identified BHR's: CN rail bridge over Mimico Creek, CN bridge over Park Lawn, Gardiner bridge over Park Lawn, Gardiner bridge over rail, Gardiner EB bridge over Lake Shore ramp, and Gardiner WB bridge over Lake Shore ramp, and Ontario Food Terminal)	<div></div> <ul style="list-style-type: none">Highest potential (7 BHR's) for impact with construction of highway access improvements, Legion, new Street A street, new N-S street (due to 7 identified BHR's: CN rail bridge over Mimico Creek, CN bridge over Park Lawn, Gardiner bridge over Park Lawn, Gardiner bridge over rail, Gardiner EB bridge over Lake Shore ramp, and Gardiner WB bridge over Lake Shore ramp, and Ontario Food Terminal)	<div></div> <ul style="list-style-type: none">High potential (6 BHR's) for impact from construction of highway access improvements, and new Street A (due to 6 identified BHR's: CN bridge over Park Lawn, Gardiner bridge over Park Lawn, Gardiner bridge over rail, Gardiner EB bridge over Lake Shore ramp, and Gardiner WB bridge over Lake Shore ramp, and Ontario Food Terminal)



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 3B	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
SOCIAL EQUITY	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Reliable, Affordable Access	<div></div> <p>Lowest:</p> <ul style="list-style-type: none">Proposes no improvements to provide reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Low amount (2 elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, Lake Shore provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Moderate amount (6+ elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Moderate amount (6+ elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Moderate amount (7 elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Highest amount (8 elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Highest amount (8 elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>High amount (7 elements) of new reliable and affordable infrastructure:</p> <ul style="list-style-type: none">Proposed multi-modal improvements to The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes
Access to Opportunity	<div></div> <p>Lowest:</p> <ul style="list-style-type: none">Proposes no improvements to provide enhanced access opportunity in the community for local jobs (eg OFT), schools, and shopping throughout the study area	<div></div> <p>Low ability (2 elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, Lake Shore provides some improved access to local jobs (eg OFT), and shopping throughout the study area	<div></div> <p>Moderate ability (4+ elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, new Street A (one sidewalk only) provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area	<div></div> <p>Moderate ability (4+ elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, new Street A (one sidewalk only) provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area	<div></div> <p>High ability (5 elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A (one sidewalk only) provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area	<div></div> <p>Highest ability (6 elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area	<div></div> <p>Highest ability (6 elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area	<div></div> <p>High ability (5 elements) to provide enhanced access opportunity in the community:</p> <ul style="list-style-type: none">Proposed multi-modal transit and active improvements to The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides improved access to local jobs (eg OFT), schools (new in Christie lands), and shopping throughout the study area
Access to Daily Life	<div></div> <p>Lowest:</p> <ul style="list-style-type: none">Proposes no improvements to provide reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Low ability (2 elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Multi-modal improvements to Legion, Lake Shore provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Moderate ability (6+ elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Park Lawn GO station, and multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Moderate ability (6+ elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Proposed Park Lawn GO station, and multi-modal improvements to Legion, The Queensway, Park Lawn (south of rail), Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>High ability (7 elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Proposed Park Lawn GO station, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, and new Street A (one sidewalk only) provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Highest ability (8 elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Proposed Park Lawn GO station, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>Highest ability (8 elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Proposed Park Lawn GO station, and multi-modal improvements to Legion, The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes	<div></div> <p>High ability (7 elements) to improve daily access for all ages, abilities and income levels via new or improved infrastructure:</p> <ul style="list-style-type: none">Proposed Park Lawn GO station, and multi-modal improvements to The Queensway, Park Lawn, Lake Shore, new Street A, and new N-S street provides reliable access to high quality, efficient transit, walking and cycling routes



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
ECONOMIC ENVIRONME NT	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Engineering Feasibility and Constructability	<div></div> <ul style="list-style-type: none">No construction proposed so most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Legion Road extension under rail line	<div></div> <ul style="list-style-type: none">Legion Road extension under rail lineNew Street A under rail lineNew Street A retaining wall adjacent to Gardiner corridorNew Street A bridge work in vicinity of the existing Gardiner bridge over CN rail requires techniques to avoid foundation and superstructure impacts.Potential Mimico Creek bridge widening along Lake Shore	<div></div> <ul style="list-style-type: none">Legion Road extension under rail lineNew Street A under rail lineNew Street A retaining wall adjacent to Gardiner corridorNew Street A bridge work in vicinity of the existing Gardiner bridge over CN rail requires techniques to avoid foundation and superstructure impacts.New Street A / Gardiner ramps reconfiguration and new Lake Shore ramp structurePotential Mimico Creek bridge widening along Lake ShoreFurther work needed to assess technical feasibility of ramp realignments and new ramp to EB Gardiner.	<div></div> <ul style="list-style-type: none">Legion Road extension under rail lineNew Street A under rail lineNew Street A retaining wall adjacent to Gardiner corridorNew Street A bridge work in vicinity of the existing Gardiner bridge over CN rail requires techniques to avoid foundation and superstructure impacts.New N-S street underpass under Gardiner and CN rail requires complex construction techniques and staging to avoid construction impacts to both traffic and rail service.Potential impacts to hydro corridor.Further work needed to assess technical feasibility of underpass and ramp realignments.	<div></div> <ul style="list-style-type: none">Legion Road extension under rail lineNew Street A under rail lineNew Street A retaining wall adjacent to Gardiner corridorNew Street A bridge work in vicinity of the existing Gardiner bridge over CN rail requires techniques to avoid foundation and superstructure impacts.New N-S street underpass under Gardiner and CN rail requires complex construction techniques and staging to avoid construction impacts to both traffic and rail service.Potential impacts to hydro corridor.Further work needed to assess technical feasibility of underpass and ramp realignments.Potential Mimico Creek bridge widening along Lake Shore	<div></div> <ul style="list-style-type: none">New Street A under rail lineNew Street A retaining wall adjacent to Gardiner corridorNew Street A bridge work in vicinity of the existing Gardiner bridge over CN rail requires techniques to avoid foundation and superstructure impacts.New N-S street underpass under Gardiner and CN rail requires complex construction techniques and staging to avoid construction impacts to both traffic and rail service.Potential impacts to hydro corridor.Further work needed to assess technical feasibility of underpass and ramp realignments.Potential Mimico Creek bridge widening along Lake Shore
Construction & Maintenance Costs	<div></div> <ul style="list-style-type: none">No construction proposed, thus no costs in this regard and therefore most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Construction and life-cycle maintenance costs associated with Legion extension only and therefore lower costs in this regard compared to other alternatives	<div></div> <ul style="list-style-type: none">Increased construction and life-cycle maintenance costs associated with construction of highway access improvements, Legion, new Street A	<div></div> <ul style="list-style-type: none">Increased construction and life-cycle maintenance costs associated with construction of highway access improvements and reconfiguration of Brookers ramps, Legion, reconstruction of Park Lawn and Lake Shore, new Street A	<div></div> <ul style="list-style-type: none">Highest construction and life-cycle maintenance costs with construction of highway access improvements, Legion, reconstruction of Park Lawn and Lake Shore, new Street A, new N-S street	<div></div> <ul style="list-style-type: none">Highest construction and life-cycle maintenance costs with construction of highway access improvements, Legion, reconstruction of Park Lawn and Lake Shore, new Street A, new N-S street	<div></div> <ul style="list-style-type: none">High construction and life-cycle maintenance costs with construction of highway access improvements, reconstruction of Park Lawn and Lake Shore, new Street A, new N-S street



EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
Property Impacts	<div></div> <ul style="list-style-type: none">No construction proposed so no property impacts and therefore most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Limited potential for property impacts	<div></div> <ul style="list-style-type: none">Increased potential for property impacts and acquisition associated with construction of highway access improvements, new Street ARequired lands for Street A to be secured through the Plan of Subdivision for the Christie redevelopment	<div></div> <ul style="list-style-type: none">Increased potential for property impacts and acquisition associated with construction of highway access improvements and Brookers ramps reconfiguration, new Street A (although the land impacts are slightly greater than Alternative 2 due to the Brookers ramps, the overall quantum is generally comparable relative to all other Alternatives)Required lands for Street A to be secured through the Plan of Subdivision for the Christie redevelopment	<div></div> <ul style="list-style-type: none">Highest potential for property impacts and acquisition associated with construction of highway access improvements, 2 new corridors (i.e. Street A and N-S street),N-S Street impacts Ontario Food Terminal property and Fierra Foods property (Sobey's Plaza)Required lands for Street A to be secured through the Plan of Subdivision for the Christie redevelopmentSome N-S street lands may be secured under the Planning Act should the Fierra Foods Property (Sobey's Plaza) redevelop	<div></div> <ul style="list-style-type: none">Highest potential for property impacts and acquisition associated with construction of highway access improvements, 2 new corridors (i.e. Street A and N-S street)N/S Street impacts Ontario Food Terminal property and Fierra Foods property (Sobey's Plaza)Required lands for Street A to be secured through the Plan of Subdivision for the Christie redevelopmentSome N-S street lands may be secured under the Planning Act should the Fierra Foods Property (Sobey's Plaza) redevelopPotential for increased property along Lake Shore for street ROW to fit 4 traffic lanes, streetcar ROW, cycle tracks, sidewalks, green infrastructure and public realm improvements. Anticipated to be secured through Planning Act applications.	<div></div> <ul style="list-style-type: none">Increased potential for property impacts and acquisition associated with construction of highway access improvements, new Street A, new N-S streetN-S Street impacts Ontario Food Terminal property and Fierra Foods property (Sobey's Plaza)Required lands for Street A to be secured through the Plan of Subdivision for the Christie redevelopment.Some N-S street lands may be secured under the Planning Act should the Fierra Foods Property (Sobey's Plaza) redevelop. Potential for increased property along Lake Shore for street ROW to fit 4 traffic lanes, streetcar ROW, cycle tracks, sidewalks, green infrastructure and public realm improvements. Anticipated to be secured through Planning Act applications.
Business Impacts	<div></div> <ul style="list-style-type: none">No construction proposed so no business impacts / displacements and therefore most preferred in comparison to other alternatives.	<div></div> <ul style="list-style-type: none">Limited potential for business operations impacts associated with construction of Legion and Lake ShoreNo business displacements expectedNew connection (1) improves access and routings for customers/staff via Legion	<div></div> <ul style="list-style-type: none">Limited potential for business operations impacts associated with proposed construction of highway access improvements, Legion, Queensway, Lake Shore, new Street ANo business displacements expectedNew connections (2) improves access and routings for customers/staff via Legion, new Street A	<div></div> <ul style="list-style-type: none">Limited potential for business operations impacts associated with proposed construction of highway access improvements, Legion, Queensway, Park Lawn, Lake Shore, new Street ANo business displacements expectedNew connections (2) improves access and routings for customers/staff via Legion, new Street A	<div></div> <ul style="list-style-type: none">Moderate potential for business operations impacts associated with proposed construction of highway access improvements, Legion, Queensway, Park Lawn, Lake Shore, new Street A, new N-S streetPotential business and land impacts to Ontario Food TerminalPotential business land area impacts / displacements on the Fierra Foods property (Sobey's Plaza) associated with new N-S street if the site does not redevelop.New connections (3) improves access and routings for customers/staff via Legion, new Street A, new N-S street	<div></div> <ul style="list-style-type: none">Moderate potential for business operations impacts associated with proposed construction of highway access improvements, Legion, Queensway, Park Lawn, Lake Shore, new Street A, new N-S streetPotential business and land impacts to Ontario Food TerminalPotential business land area impacts / displacements on the Fierra Foods property (Sobey's Plaza) associated with new N-S street if the site does not redevelop.New connections (3) improves access and routings for customers/staff via Legion, new Street A, new N-S street	<div></div> <ul style="list-style-type: none">Moderate potential for business operations impacts associated with proposed construction of highway access improvements, Queensway, Park Lawn, Lake Shore, new Street A, new N-S streetPotential business and land impacts to Ontario Food TerminalPotential business land area impacts / displacements on the Fierra Foods property (Sobey's Plaza) associated with new N-S street if the site does not redevelop.New connections (2) improves access and routings for customers/staff via new Street A, new N-S street

EVALUATION LEGEND

Least Preferred→Most Preferred

EVALUATION CRITERIA & METRICS	EXISTING CONDITIONS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
Goods Movement and Delivery	<div></div> <ul style="list-style-type: none">No improvements to operations, route connectivity, route choice, or availability of curbside space for deliveries, thus least preferred in comparison to other alternatives	<div></div> <ul style="list-style-type: none">Very minor improvement to operations, route connectivity and route choice for regional and local goods movement and deliveries due to new Legion Road extension	<div></div> <ul style="list-style-type: none">Some improvement to regional goods movement due to highway access improvementsModerate improvement to operations, route connectivity and route choice for local goods movement and deliveries due to improved highway access, new Legion extension, and new Street ANo new availability of curbside space for deliveries	<div></div> <ul style="list-style-type: none">Some improvement to regional goods movement due to highway access improvements and reconfigured Brookers rampsModerate improvement to operations, route connectivity and route choice for local goods movement and deliveries due to improved highway access and reconfigured Brookers ramps, new Legion extension, and new Street AAvailability of curbside space for deliveries	<div></div> <ul style="list-style-type: none">Minor improvement to regional goods movement due to highway access improvementsHighest improvement to operations, route connectivity and route choice for local goods movement and deliveries due to improved highway access, new Legion extension, and new Street A and new N-S street. However, fair overall network traffic operations will impede good movement and create delaysAvailability of curbside space for deliveries along new Street A, and Park Lawn and Lake ShoreNew potential entrance for Ontario Food Terminal	<div></div> <ul style="list-style-type: none">Minor improvement to regional goods movement due to highway access improvementsHighest improvement to operations, route connectivity and route choice for local goods movement and deliveries due to improved highway access, new Legion extension, new Street A and new N-S streetAvailability of curbside space for deliveries along new Street A, and Park LawnNew potential entrance for Ontario Food Terminal	<div></div> <ul style="list-style-type: none">Minor improvement to regional goods movement due to highway access improvementsHigh improvement to operations, route connectivity and route choice for goods movement and deliveries due to improved highway access, new Street A and new N-S streetAvailability of curbside space for deliveries along new Street A, and Park Lawn