

January  
**2016**

# SmartTrack Western Corridor Feasibility Review

## **Appendix 10** **Alignment Evaluation Table**

City of Toronto



			Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
Criteria	Description	Measure	Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot

**Choice**

Connectivity to Surface Transit Routes	What is the ability to connect to existing and planned surface transit routes?	Quantitative – number of connections to existing and planned surface transit routes at proposed station locations.								
			<p>Proposed alignment connects with <b>5 high frequency</b> routes (5 mins AM peak headway or better) and <b>8 moderate frequency</b> routes (5-10 min AM peak headway).</p> <p><b>TTC</b>            32 Eglinton*            307 Eglinton (Blue Line)            112 West Mall**            191 Highway 27 Rocket            111 East Mall**            46 Martin Grove**            405 Etobicoke            45 Kipling*            37 Islington**            73 Royal York**            79 Scarlett Rd*            35 Jane*            195 Jane Rocket**            313 Jane            89 Weston*            71 Runnymede**            171 Mt. Dennis  <b>MiWay</b>            35 Eglinton**            57 Courtneypark            * 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connects with <b>4 high frequency</b> routes and <b>2 moderate frequency</b> routes</p> <p>32 Eglinton*            307 Eglinton (Blue Line)            79 Scarlett Rd*            73 Royal York**            45 Kipling*            89 Weston*            71 Runnymede**            171 Mt Dennis</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connects with <b>4 high frequency</b> routes and <b>2 moderate frequency</b> routes</p> <p>32 Eglinton*            307 Eglinton (Blue Line)            79 Scarlett Rd*            73 Royal York**            45 Kipling*            89 Weston*            71 Runnymede**            171 Mt Dennis</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connects with <b>3 high frequency</b> routes and <b>1 moderate frequency</b> route. Alignment precludes connection with high-frequency connections at Scarlett and proposed route reconfigurations to Mount Dennis</p> <p>32 Eglinton*            307 Eglinton (Blue Line)            35 Jane*            313 Jane (Blue)            195 Jane Rocket**            45 Kipling*</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connect with <b>4 high frequency</b> routes and <b>2 moderate frequency</b> routes</p> <p>32 Eglinton *            307 Eglinton (Blue Line)            79 Scarlett Rd*            73 Royal York**            45 Kipling*            89 Weston*            71 Runnymede**            171 Mt Dennis</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connect with <b>4 high frequency</b> routes and <b>2 moderate frequency</b> routes</p> <p>32 Eglinton *            307 Eglinton (Blue Line)            79 Scarlett Rd*            73 Royal York**            45 Kipling*            89 Weston*            71 Runnymede**            171 Mt Dennis</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connects with <b>5 high frequency</b> routes and <b>2 moderate frequency</b> routes</p> <p><b>TTC</b>            32 Eglinton*            307 Eglinton (Blue Line)            171 Mt Dennis            71 Runnymede**            89 Weston*            52 Lawrence West*            352 Lawrence West (Blue Line)            79 Scarlett*            45 Kipling*            GO Transit            35 Bramalea/York Mills            38 Bolton/York Mills  <b>MiWay</b>            24 Northwest            107 Malton Express**</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>	<p>Proposed alignment connects with <b>5 high frequency</b> routes and <b>1 moderate frequency</b> route</p> <p><b>TTC</b>            32 Eglinton*            307 Eglinton (Blue Line)            171 Mt Dennis            71 Runnymede**            71 Runnymede**            89 Weston*            52 Lawrence West*            352 Lawrence West (Blue Line)            79 Scarlett*            45 Kipling*            GO Transit            34 Brampton Terminal/York Mills  <b>MiWay</b>            24 Northwest            7 Airport</p> <p>* 5 mins or better AM peak headways            ** 5 to 10 minute AM peak headways</p>
Connectivity to Higher-Order Transit Services	What is the ability to connect to existing and planned higher-order LRT, subway and heavy rail services?	Qualitative - potential for connectivity with higher-order transit services, including quality of the transfer at Mount Dennis Station								
			<p>Greatest potential to connect with higher-order transit.</p> <ul style="list-style-type: none"> <li>- single-seat continuation of ECLRT Phase 1 to Airport via MACC with a connection to the Mississauga Transitway</li> <li>- connects at Mount Dennis with RER Kitchener Line</li> </ul>	<p>Greater potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- connection with ECLRT Phase 1 at Mount Dennis</li> <li>- connection with RER Kitchener Line at Mount Dennis</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Greater potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- connection with ECLRT Phase 1 at Mount Dennis</li> <li>- connection with RER Kitchener Line at Mount Dennis</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Less potential to connect with future higher-order transit:</p> <ul style="list-style-type: none"> <li>- no direct connection with Mount Dennis interchange station</li> <li>- proposed Jane Street station would connect with planned (unfunded) Jane LRT.</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Greater potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- connection with ECLRT Phase 1 at Mount Dennis</li> <li>- connection with RER Kitchener Line at Mount Dennis</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Greater potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- connection with ECLRT Phase 1 at Mount Dennis</li> <li>- connection with RER Kitchener Line at Mount Dennis</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Some potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- Connection with ECLRT Phase 1 at Mount Dennis</li> <li>- multiple connections to RER Kitchener Line</li> <li>- potential airport station connects with the Pearson People Mover, providing a higher order transit connection to the airport.</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>	<p>Some potential to connect with higher-order transit:</p> <ul style="list-style-type: none"> <li>- Connection with ECLRT Phase 1 at Mount Dennis</li> <li>- multiple connections to RER Kitchener Line</li> <li>- potential airport station has no current or planned higher-order airport connection</li> <li>- connects at MACC with the Mississauga Transitway</li> </ul>

			Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
Criteria	Description	Measure	Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot
<b>Connectivity to Walking and Cycling Routes</b>	What is the ability to connect to existing and planned walking and cycling routes?	Qualitative – Describe opportunities to connect with existing and planned walking and cycling routes	 Greatest potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail runs the length of the corridor on the south side of Eglinton. North-South multi-use trail along Scarlett intersects at Eglinton trail at potential Scarlett station. North-South bike lane at Royal York.	 Greater potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail along Eglinton. North-South multi-use trail along Scarlett intersects at Eglinton trail at potential Scarlett station.	 Greater potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail along Eglinton. North-South multi-use trail along Scarlett intersects at Eglinton trail at potential Scarlett station.	 Good potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail along Eglinton.	 Greater potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail along Eglinton. North-South multi-use trail along Scarlett intersects at Eglinton trail at potential Scarlett station.	 Greater potential to connect with existing and planned walking and cycling routes. Well-developed sidewalk network along majority of the corridor. East-West grade-separated paved multi-use trail along Eglinton. North-South multi-use trail along Scarlett intersects at Eglinton trail at potential Scarlett station.	 Less potential to connect to existing and planned walking and cycling routes. Well-developed sidewalk network at Mount Dennis and Weston stations. Limited active transportation connectivity at existing Etobicoke North and proposed Woodbine and Airport stations.	 Less potential to connect to existing and planned walking and cycling routes. Well-developed sidewalk network at Mount Dennis and Weston stations. Limited active transportation connectivity at existing Etobicoke North and proposed Woodbine and Airport stations.
<b>Supporting Transportation Infrastructure</b>	What is the requirement and availability for land at the station location to provide supporting transportation infrastructure (e.g. MSF, bus bays/lay-bys/terminals, taxi stands, PPUDOs, bicycle racks, secure bicycle parking facilities, and commuter parking if applicable)?	Qualitative: assessment of land or roadway space available for bus stops, pick-up/drop-off activity, bicycle racks, etc.	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station. Opportunity to share supporting infrastructure at Scarlett station at NW corner of the intersection in the greenspace owned by the city and adjacent apartment building Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station Similar considerations to Corridor 1 alignment options with additional challenges and opportunities at extra stations Centre street station stops constrain supporting infrastructure	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station. Potential opportunity at Scarlett station at NW corner of the intersection in the greenspace owned by the city and adjacent apartment building Significant space constraints at proposed underground Kipling Station where land previously held for future transportation infrastructure has been sold for development. Existing undeveloped woodlot at the North-West corner of Kipling and Eglinton is a potential site, but it has been identified as a community asset.	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station. Potential opportunity at Scarlett station at NW corner of the intersection in the greenspace owned by the city and adjacent apartment building Significant space constraints at proposed underground Kipling Station where land previously held for future transportation infrastructure has been sold for development. Existing undeveloped woodlot at the North-West corner of Kipling and Eglinton is a potential site, but it has been identified as a community asset.	 Limited opportunity for supporting infrastructure; infrastructure would require to be sited on existing parkland (Eglinton Flats) Significant space constraints at proposed underground Kipling Station where land previously held for future transportation infrastructure has been sold for development. Existing undeveloped woodlot at the North-West corner of Kipling and Eglinton is a potential site, but it has been identified as a community asset.	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station. Potential opportunity at Scarlett station at NW corner of the intersection in the greenspace owned by the city and adjacent apartment building Significant space constraints at proposed underground Kipling Station where land previously held for future transportation infrastructure has been sold for development. Existing undeveloped woodlot at the North-West corner of Kipling and Eglinton is a potential site, but it has been identified as a community asset.	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station. Potential opportunity at Scarlett station at NW corner of the intersection in the greenspace owned by the city and adjacent apartment building Significant space constraints at proposed underground Kipling Station where land previously held for future transportation infrastructure has been sold for development. Existing undeveloped woodlot at the North-West corner of Kipling and Eglinton is a potential site, but it has been identified as a community asset.	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station Opportunity to share supporting infrastructure at the existing Etobicoke North and newly renovated Weston GO Station; potential to expand station facilities into neighbouring underutilized lots at Etobicoke North Potential future stations at Woodbine and Airport are situated in areas with ample underutilized lots	 Opportunity to share supporting infrastructure at future Mount Dennis ECLRT/RER station Opportunity to share supporting infrastructure at the existing Etobicoke North and newly renovated Weston GO Station; potential to expand station facilities into neighbouring underutilized lots at Etobicoke North Potential future stations at Woodbine and Airport are situated in areas with ample underutilized lots
<b>Choice - Summary</b>										
<b>Choice - Justification</b>			The Base Case provides the best choice. This option provides the greatest number of connections with existing high-capacity surface transit routes with station stops located within well-connected active transportation networks. There is less space available for supporting infrastructure	Compared to Corridor 2 options, all the stations included in this option have relatively good active transportation connections, which outweighs the space constraints at the proposed station locations.	Compared to Corridor 2 options, all the stations included in this option have relatively good active transportation connections, which outweighs the space constraints at the proposed station locations.	This alignment, with the proposed station at Jane and Eglinton replacing Scarlett and Mount Dennis stations, provides the fewest connections with existing high-capacity surface transit routes, misses connection opportunities at Mount Dennis, and cumulatively has fewer active transportation connections than 1A, 1C, and 1D alignments. Additionally, there is less space for supporting station infrastructure.	Compared to Corridor 2 options, all the stations included in this option have relatively good active transportation connections, which outweighs the space constraints at the proposed station locations.	Compared to Corridor 2 options, all the stations included in this option have relatively good active transportation connections, which outweighs the space constraints at the proposed station locations.	While this alignment excels in its potential to offer supporting transportation infrastructure, with the option for customer parking available, this option lacks the critical pedestrian and bicycle connections in the largely industrial nature of the proposed station locations beyond Weston. Between this option and 2C, this rises to the top due to this alignment's potential to connect directly with the Airport via the Pearson People Mover.	While this alignment excels in its potential to offer supporting transportation infrastructure, with the option for customer parking available, this option lacks the critical pedestrian and bicycle connections in the largely industrial nature of the proposed station locations beyond Weston. Compared to 2B, this alignment suffers for its lack of direct connection to the Airport via the Pearson People Mover.

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### Experience

Travel Time	How fast will this service be?	Quantitative – Estimated travel time from: - MACC to Union	 Appx. 54 mins * <i>*LRT from Commerce (Renforth Gateway) to Eglinton West then subway from Eglinton West to Union - assumes a 6 min transfer</i>	 Appx. 30 mins	 Appx. 29 mins	 Appx. 26 mins	 Appx. 32 mins	 Appx. 29 mins	 Appx. 42 mins	 Appx. 39 mins
Ridership+	How much ridership will this alignment attract?	Quantitative - All day boardings in 2031	 All day boardings: 39,536	 All day boardings: 9,462	 All day boardings: 9,462	 All day boardings: 9,462* <i>*Corridor 1 alignments were modelled using a 'representative alignment' which includes a station at Mount Dennis. Results may differ on alignments that do not directly connect at Mount Dennis.</i>	 All day boardings: 9,462	 All day boardings: 9,462	 All day boardings: 19,539	 All day boardings: 19,539* <i>*Corridor 2 alignments were modelled using a 'representative alignment' which includes an airport station at Terminal 1. Results may differ on alignments that do not directly connect with the airport.</i>
Total Transit Ridership+	How much total ridership can be expected on transit routes with this alignment?	Quantitative - Daily net new riders on the transit system in 2031	 New Transit Riders: 25,746	 New Transit Riders: 20,124	 New Transit Riders: 20,124	 New Transit Riders: 20,124* <i>*Corridor 1 alignments were modelled using a 'representative alignment' which includes a station at Mount Dennis. Results may differ on alignments that do not directly connect at Mount Dennis.</i>	 New Transit Riders: 20,124	 New Transit Riders: 20,124	 New Transit Riders: 24,934	 New Transit Riders: 24,934* <i>*Corridor 2 alignments were modelled using a 'representative alignment' which includes an airport station at Terminal 1. Results may differ on alignments that do not directly connect with the airport.</i>
Relief to Existing Transit Network+	How effective is this option at providing local transit service through the neighbourhoods it serves	Quantitative – relief to the Yonge Subway south of Bloor during the AM Peak Period in 2031	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 2.3%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.4%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.4%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.4%* <i>*Corridor 1 alignments were modelled using a 'representative alignment' which includes a station at Mount Dennis. Results may differ on alignments that do not directly connect at Mount Dennis.</i>	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.4%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.4%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.3%	 Reduction in ridership on Line 1 south of Bloor-Yonge Station: 3.3%* <i>*Corridor 2 alignments were modelled using a 'representative alignment' which includes an airport station at Terminal 1. Results may differ on alignments that do not directly connect with the airport.</i>

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<b>Proximity to Key Destinations including community services and facilities such as libraries, schools, community centres and care facilities</b>	What is the ability to provide transit service to key destinations (hospitals, community centres, recreation centres, government offices, major entertainment facilities etc.)?	Quantitative – Number of key destinations within 500 m radius of the stations on the alignment  List the key destinations served and describe their scale	 Inside PNCA: Scarlett Woods Golf Course accessed at 2 stations; St George's Golf and Country Club; Centennial Park and Eglinton Flats; Mount Dennis Library; Mount Dennis Community Hall; 5 schools; 11 Places of Worship  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; West Park Health Care Centre; York Civic Centre; Richview Library; many Places of Worship; at least 5 schools	 Inside PNCA: Scarlett Woods Golf Course; Centennial Park and Eglinton Flats; No schools; Mount Dennis Library; Mount Dennis Community Hall; 5 Places of Worship  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; West Park Health Care Centre; York Civic Centre; 4 schools; 1 Place of Worship	 Inside PNCA: Scarlett Woods Golf Course; Centennial Park and Eglinton Flats; No schools; Mount Dennis Library; Mount Dennis Community Hall; 5 Places of Worship  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; West Park Health Care Centre; York Civic Centre; 4 schools; 1 Place of Worship	 Inside PNCA: Scarlett Woods Golf Course; Centennial Park and Eglinton Flats; No schools  Close Proximity but Outside PNCA: 6 schools; 1 Place of Worship	 Inside PNCA: Scarlett Woods Golf Course; Centennial Park and Eglinton Flats; No schools; Mount Dennis Library; Mount Dennis Community Hall; 5 Places of Worship  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; West Park Health Care Centre; York Civic Centre; 4 schools; 1 Place of Worship	 Inside PNCA: Scarlett Woods Golf Course; Centennial Park and Eglinton Flats; No schools; Mount Dennis Library; Mount Dennis Community Hall; 5 Places of Worship  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; West Park Health Care Centre; York Civic Centre; 4 schools; 1 Place of Worship	 Inside PNCA: Woodbine Racetrack; Centennial Park; Mount Dennis Library; Mount Dennis Community Hall; 9 Places of Worship; 3 schools  Close Proximity but Outside PNCA: Chris Tonks Arena/York Community Centre; York Civic Centre; 1 library	 Inside PNCA: Woodbine Racetrack; Royal Woodbine Golf Club; Centennial Park; Mount Dennis Library; Mount Dennis Community Hall; 9 Places of Worship; 3 schools  Outside PNCA: Chris Tonks Arena/York Community Centre; York Civic Centre; 1 library
<b>Interchange Station Design</b>	How well will interchange stations function?	Qualitative – assessment of potential designs and ease of transferring at interchange stations, such as Mount Dennis and Mississauga Airport Corporation Centre (MACC)	 Two-level interchange at Mount Dennis. ECLRT stop perpendicular and one level below at-grade GO RER station. Passengers must ascend one level to SmartTrack/RER Kitchener Line; No transfer required to ECLRT (through service). One transfer required for passengers travelling between MACC and Union	 Three-level interchange at Mount Dennis. Dedicated SmartTrack station above-grade and perpendicular to GO RER; parallel to below-grade ECLRT station. Passengers must descend one level to change to GO RER stop; descend two levels to connect to ECLRT. No transfer required for passengers travelling between MACC and Union.	 Three-level interchange at Mount Dennis. Dedicated SmartTrack station parallel and one grade below ECLRT station; perpendicular to at-grade GO RER station. Passengers must ascend one level to ECLRT; two levels to GO RER. No transfer required for passengers travelling between MACC and Union.	 This option does not interchange with Mount Dennis. Connecting passengers would be required to walk to nearest transfer at Jane Station (appx. 1 km). No transfer required for passengers travelling between MACC and Union.	 Two-level interchange at Mount Dennis. Shared at-grade station with GO RER; perpendicular to below-grade ECLRT station. Passengers would be required to descend one level to ECLRT. No transfer required for passengers travelling between MACC and Union.	 Two-level interchange at Mount Dennis. Additional platform required at GO RER platform level; perpendicular to below-grade ECLRT station. Passengers would be required to descend one level to ECLRT. No transfer required for passengers travelling between MACC and Union.	 Two-level interchange at Mount Dennis. Shared at-grade station with GO RER; perpendicular to below-grade ECLRT station. Passengers would be required to descend one level to ECLRT. No transfer required for passengers travelling between MACC and Union.	 Two-level interchange at Mount Dennis. Shared at-grade station with GO RER; perpendicular to below-grade ECLRT station. Passengers would be required to descend one level to ECLRT. No transfer required for passengers travelling between MACC and Union.
<b>Experience - Summary</b>										
<b>Experience - Justification</b>			The local nature of the Base Case concept is both a benefit and a detriment to the user experience. More stops results in a longer journey time between Mount Dennis and the MACC, adding to the time penalty to transfer to RER to Union Station. In contrast, the greater number of stations allows this option to serve the greatest number of 'key destinations.' The interchange design is also a more user-friendly two-level configuration. Overall, the Base Case is anticipated to attract by far the largest ridership during the AM Peak Period. Relief to the Yonge Subway anticipated to be similar to the SmartTrack options considered.	Discounting 1B, this alignment offers the quickest travel times between Union and MACC, while also serving the 'key destinations' surrounding Mount Dennis. A key drawback of this alignment is the complex three-level interchange configuration. Further, Corridor 1 alignments are anticipated to attract the lowest future ridership and fewest new transit riders. Relief to the Yonge Subway is similar amongst all alternatives studied.	Discounting 1B, this alignment offers the quickest travel times between Union and MACC, while also serving the 'key destinations' surrounding Mount Dennis. A key drawback of this alignment is the complex three-level interchange configuration. Further, Corridor 1 alignments are anticipated to attract the lowest future ridership and fewest new transit riders. Relief to the Yonge Subway is similar amongst all alternatives studied.	The disadvantages caused by the lack of station at Mount Dennis outweighs the benefits. One fewer station allows for the quickest travel time amongst the alternatives; however, not only does missing Mount Dennis eliminate a pivotal transfer opportunity, it also misses the 'key destinations' within the Mount Dennis catchment area, a designated Mobility Hub. Further, Corridor 1 alignments are anticipated to attract the lowest future ridership and fewest new transit riders. Without a station at Mount Dennis, ridership can be assumed to be lower than what is reported. Relief to the Yonge Subway is similar amongst all alternatives studied.	Discounting 1B, this alignment offers one of the quickest travel times between Union and MACC, while also serving the 'key destinations' surrounding Mount Dennis. A key advantage of this alignment is the use of the future GO Mount Dennis Station platforms. Further, Corridor 1 alignments are anticipated to attract the lowest future ridership and fewest new transit riders. Relief to the Yonge Subway is similar amongst all alternatives studied.	Discounting 1B, this alignment offers one of the quickest travel times between Union and MACC, while also serving the 'key destinations' surrounding Mount Dennis. A key advantage of this alignment is the at-grade platform at the future Mount Dennis GO station. Further, Corridor 1 alignments are anticipated to attract the lowest future ridership and fewest new transit riders. Relief to the Yonge Subway is similar amongst all alternatives studied.	The simplified interchange configuration offered by this alignment, as well as the key destinations served—notably the destinations around Weston and Pearson Airport itself—compensates for the relatively longer estimated travel time. Further, the airport alignments are anticipated to experience the largest future ridership and attract the greatest number of new riders to the system, after the Base Case. Relief to the Yonge Subway is similar amongst all alternatives studied.	The simplified interchange configuration offered by this alignment, as well as the key destinations served—notably the destinations around Weston and Pearson Airport itself—compensates for the relatively longer estimated travel time. Further, the airport alignments are anticipated to experience the largest future ridership and attract the greatest number of new riders to the system, after the Base Case. Relief to the Yonge Subway is similar amongst all alternatives studied.

Criteria	Description	Measure	Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
			Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot

### Social Equity

<b>Improving Service to Neighbourhood Improvement Areas</b>	What is the ability to serve the City's disadvantaged residents?	Quantitative – City of Toronto Neighbourhood Equity Score weighted by population within a 500 m radius of the potential station area								
			Greatest opportunity to serve a number of neighbourhoods with greater equity needs, specifically at the neighbourhoods immediately proximate to Mount Dennis and those in the vicinity of Jane.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, an area of greater need and population. Potential Jane station not within walking distance of any residential. Serves mid- and high-rise residential at Kipling with moderate equity needs.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves neighbourhood improvement areas around Mount Dennis and Weston stations. No population around stations west beyond Weston.	Serves neighbourhood improvement areas around Mount Dennis and Weston stations. No population around stations west beyond Weston.
<b>Social Equity - Summary</b>										
<b>Social Equity - Justification</b>			Greatest opportunity to serve a number of neighbourhoods with greater equity needs, specifically at the neighbourhoods immediately proximate to Mount Dennis and those in the vicinity of Jane.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, an area of greater need and population. Potential Jane station not within walking distance of any residential. Serves mid- and high-rise residential at Kipling with moderate equity needs.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves Mount Dennis neighbourhood to the west of the future station, a designated Neighbourhood Improvement Area. Serves areas of potential equity needs around Scarlett and Kipling.	Serves neighbourhood improvement areas around Mount Dennis and Weston stations. No population around stations west of Weston.	Serves neighbourhood improvement areas around Mount Dennis and Weston stations. No population around stations west of Weston.

### Shaping the City

<b>Serving Areas of Existing Population who currently do not have access to rapid transit service</b>	What is the ability to serve people within station area?	Quantitative – number of people within 500 m radius of each station on the alignment								
			Greatest potential to improve access to rapid transit 2011 Population: 16,794	Moderate potential to improve access to rapid transit 2011 Population: 4894	Moderate potential to improve access to rapid transit 2011 Population: 4894	Moderate potential to improve access to rapid transit 2011 Population: 4700	Moderate potential to improve access to rapid transit 2011 Population: 4894	Moderate potential to improve access to rapid transit 2011 Population: 4894	Negligible population 2011 Population: 171	Negligible population 2011 Population: 171
<b>Serving Areas of Planned Population Growth where there is currently no rapid transit service</b>	What is the ability to serve areas of planned population growth?	Quantitative – forecast future number of people within 500 m radius of each station on the alignment								
			Greatest potential to improve access to rapid transportation to future residents 2041 Population: 20,996* <i>*Assumes low growth land use scenario with SmartTrack</i>	Moderate potential to improve access to rapid transit to future residents 2041 Population: 6436* <i>*Assumes low growth land use scenario with SmartTrack</i>	Moderate potential to improve access to rapid transit to future residents 2041 Population: 6436* <i>*Assumes low growth land use scenario with SmartTrack</i>	Moderate potential to improve access to rapid transit to future residents 2041 Population: 6060* <i>*Assumes low growth land use scenario with SmartTrack</i>	Moderate potential to improve access to rapid transit to future residents 2041 Population: 6436* <i>*Assumes low growth land use scenario with SmartTrack</i>	Moderate potential to improve access to rapid transit to future residents 2041 Population: 6436* <i>*Assumes low growth land use scenario with SmartTrack</i>	Negligible future population 2041 Population: 169* <i>*Assumes low growth land use scenario with SmartTrack</i>	Negligible future population 2041 Population: 169* <i>*Assumes low growth land use scenario with SmartTrack</i>

			Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
Criteria	Description	Measure	Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot
<b>Compatibility with City Planning Policies</b>	Does the option support the city's planning policies?	Qualitative – Descriptive of whether the option supports the growth intentions of the official plan or relevant planning studies within the station area.  Consider City of Toronto, City of Mississauga and Metrolinx (mobility hub studies) planning policies	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 2 stations, mixed use area accessed at 4 stations, apartment neighbourhoods accessed at 7 stations; passes through 3 mobility Hubs (Renforth Gateway, Jane/Eglinton and Mount Dennis); Partial taking required of two heritage properties along Eglinton.	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 1 station, major apartment neighbourhood accessed at 2 stations and a mixed use area at 1 station; 2 Mobility Hubs (Mount Dennis and Renforth); Partial taking potentially required for one heritage property along Eglinton.	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 1 station, major apartment neighbourhood accessed at 2 stations and a mixed use area at 1 station; 2 Mobility Hubs (Mount Dennis and Renforth); Below grade easement required at one listed heritage property along Eglinton.	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 1 station and major apartment neighbourhood accessed at 1 station ; 2 Mobility Hubs (Jane/Eglinton and Renforth); Below grade easement required at one listed heritage property along Eglinton.	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 1 station, major apartment neighbourhood accessed at 2 stations and a mixed use area at 1 station; 2 Mobility Hubs (Mount Dennis and Renforth); no impact to heritage properties anticipated.	 Eglinton is an Avenue; alignment passes through major employment districts accessed at 1 station, major apartment neighbourhoods accessed at 2 stations and a mixed use area at 1 station; 2 Mobility Hubs (Mount Dennis and Renforth); no impact to heritage properties anticipated.	 Weston Road is partially an Avenue; alignment passes through major employment districts accessed at 4 stations; mixed use area at 2 stations; 2 Mobility Hubs (Mount Dennis and Pearson); no impact to heritage properties anticipated.	 Weston Road is partially an Avenue; alignment passes through major employment districts accessed at 4 stations; mixed use area at 2 stations; 2 Mobility Hubs (Mount Dennis and Pearson); no impact to heritage properties anticipated.
<b>Existing Physical Barriers</b>	Are there any physical barriers (such as highways, valleys, rail corridors, disconnected street networks, retaining walls, fences, etc.) that impact connectivity or limit the future ability to implement transit-oriented development around the stations?	Qualitative – Discussion of potential barriers, % of walk-up catchment area (i.e. 500 m radius of stations) lost, barriers to station entrances from people/jobs  Quantitative - a ratio of the total station network catchment area to the Euclidian area (500m) for each corridor	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Eglinton neighbourhoods streets generally follow a curvilinear pattern with moderate to low connectivity. Airport stations constricted by Highway 427 to the east.  Barrier Ratio: 0.42	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Scarlett and Kipling stations generally constricted by low to moderate street connectivity due to the curvilinear street pattern.  Barrier Ratio: 0.38	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Scarlett and Kipling stations generally constricted by low to moderate street connectivity due to the curvilinear street pattern.  Barrier Ratio: 0.38	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Jane and Kipling stations generally constricted by low to moderate street connectivity due to the curvilinear street pattern.  Barrier Ratio: 0.41	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Scarlett and Kipling stations generally constricted by low to moderate street connectivity due to the curvilinear street pattern.  Barrier Ratio: 0.38	 Station catchment around Mount Dennis constricted by large blocks to the east of the railway corridor as well as the rail corridor itself. Scarlett station constricted to the east by the Humber River. Scarlett and Kipling stations generally constricted by low to moderate street connectivity due to the curvilinear street pattern.  Barrier Ratio: 0.38	 Station catchment around potential stations along the Kitchener GO line constricted by the corridor itself. Recent improvements at Weston GO station for UP Express have mitigated some of these issues. Potential stations constricted by large block development with poor street connectivity (exception: Weston GO). Etobicoke GO constricted to the south and east by Highways 401 and 409 and the hydro corridor to the west. Airport station constricted by Highways 427 and 409 to the east and south.  Barrier Ratio: 0.34	 Station catchment around potential stations along the Kitchener GO line constricted by the corridor itself. Recent improvements at Weston GO station for UP Express have mitigated some of these issues. Potential stations constricted by large block development with poor street connectivity (exception: Weston GO). Etobicoke GO constricted to the south and east by Highways 401 and 409 and by the hydro corridor to the west. Airport station constricted by Highways 427 to the west.  Barrier Ratio: 0.33
<b>Supporting City-Building Opportunities</b>	Does the option support new, planned or proposed development or opportunities for place-making?	Qualitative and Quantitative– Describe opportunities to support development areas, improve connectivity or enhance sense of place, with consideration for built form and development potential, area of potential opportunity sites  Potential development capacity will be quantified.	 Strong support for existing development applications around Mount Dennis Station, Scarlett, and 13 applications from Royal York to Martin Grove Road (mostly residential); Other opportunities for redevelopment exist within the 5 airport station areas; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Scarlett Road, Kipling (mostly residential); Some opportunities for redevelopment exist at MACC; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Scarlett Road, Kipling (mostly residential); Some opportunities for redevelopment exist at MACC; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Kipling (mostly residential); Some opportunities for redevelopment exist at MACC; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Scarlett Road, Kipling (mostly residential); Some opportunities for redevelopment exist at MACC; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Scarlett Road, Kipling (mostly residential); Some opportunities for redevelopment exist at MACC; Supports connectivity to major open spaces	 Supports existing development applications at Mount Dennis Station, Weston Station and Etobicoke North (mixed uses); Other opportunities for redevelopment exist within the Etobicoke, Woodbine and 2 airport stations areas	 Supports existing development applications at Mount Dennis Station, Weston Station and Etobicoke North (mixed uses); Other opportunities for redevelopment exist within the Etobicoke, Woodbine and 2 airport stations areas
<b>Partnership Opportunities for Transit-Oriented Development</b>	What are the development partnership opportunities available at the station location to encourage integration of station entrances with new mixed-use, transit-oriented development connecting development to transit, and participate in the cost-sharing of infrastructure such as station entrances?	Qualitative – assessment of soft sites within potential station areas / areas identified for station entrance buildings and other infrastructure	 Potential sites at No Frills at Mount Dennis, Wincott Drive, Widdicombe Hill Blvd, East Mall, Renforth, Commerce	 Some development potential in the immediate vicinity of Mount Dennis (No Frills site) and MACC - other areas have limited TOD opportunity as sites are developed (Scarlett), are adjacent to park space (Scarlett) or under development (Kipling)	 Some development potential in the immediate vicinity of Mount Dennis (No Frills site) and MACC - other areas have limited TOD opportunity as sites are developed (Scarlett), are adjacent to park space (Scarlett) or under development (Kipling)	 Some potential in the immediate vicinity of MACC - other areas have limited TOD opportunity as sites are surrounded by park space (Jane) or under development (Kipling)	 Some development potential in the immediate vicinity of Mount Dennis (No Frills site) and MACC - other areas have limited TOD opportunity as sites are developed (Scarlett), are adjacent to park space (Scarlett) or under development (Kipling)	 Some development potential in the immediate vicinity of Mount Dennis (No Frills site) and MACC - other areas have limited TOD opportunity as sites are developed (Scarlett), are adjacent to park space (Scarlett) or under development (Kipling)	 Significant opportunity for TOD immediately in the vicinity of all stations	 Significant opportunity for TOD immediately in the vicinity of all stations

			Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
Criteria	Description	Measure	Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot
<b>Shaping the City - Summary</b>										
<b>Shaping the City - Justification</b>			The Base Case provides the strongest support for Shaping the City. It provides access to new rapid transit service to the greatest number of people (by a significant amount compared with the other alignments). It also best supports City Building Policies that seek to promote appropriate mixed-use intensification in tandem with transit improvements. The Base Case provides access, via stations, to the greatest number of planned or new developments, and some stations are associated with opportunities for TOD partnerships. This alignment has the least physical barriers obstructing access to stations, although it is comparable on this measure to the Corridor 1 alignments.	Corridor 1 Alignments provide reasonable support for Shaping the City. Along with other Corridor 1 alignments, 1Ae provides access to rapid transit to a moderate number of new riders (though fewer riders than Alignment 1B). It is moderately compatible with City Building policies, when compared with the Base Case and the Corridor 2 Alignments. The presence of physical barriers that may obstruct access to stations is comparable to the Base Case, but a lower number of planned stations results in reduced access to planned or new developments and fewer options for TOD partnerships.	Corridor 1 Alignments provide reasonable support for Shaping the City. Along with other Corridor 1 alignments, 1Aa provides access to rapid transit to a moderate number of new riders (though fewer riders than Alignment 1B). It is moderately compatible with City Building policies, when compared with the Base Case and the Corridor 2 Alignments. The presence of physical barriers that may obstruct access to stations is comparable to the Base Case, but a lower number of planned stations results in reduced access to planned or new developments and fewer options for TOD partnerships.	Corridor 1 Alignments provide reasonable support for Shaping the City. Along with other Corridor 1 alignments, 1Ba provides access to rapid transit to a moderate number of new riders (though more riders than the other Corridor 1 Alignments). It is moderately compatible with City Building policies, when compared with the Base Case and the Corridor 2 Alignments. The presence of physical barriers that may obstruct access to stations is comparable to the Base Case, but a lower number of planned stations results in reduced access to planned or new developments and fewer options for TOD partnerships.	Corridor 1 Alignments provide reasonable support for Shaping the City. Along with other Corridor 1 alignments, 1C provides access to rapid transit to a moderate number of new riders (though fewer riders than Alignment 1B). It is moderately compatible with City Building policies, when compared with the Base Case and the Corridor 2 Alignments. The presence of physical barriers that may obstruct access to stations is comparable to the Base Case, but a lower number of planned stations results in reduced access to planned or new developments and fewer options for TOD partnerships.	Corridor 1 Alignments provide reasonable support for Shaping the City. Along with other Corridor 1 alignments, 1D provides access to rapid transit to a moderate number of new riders (though fewer riders than Alignment 1B). It is moderately compatible with City Building policies, when compared with the Base Case and the Corridor 2 Alignments. The presence of physical barriers that may obstruct access to stations is comparable to the Base Case, but a lower number of planned stations results in reduced access to planned or new developments and fewer options for TOD partnerships.	Corridor 2 Alignments provide the least support for Shaping the City. Corridor 2B provides very strong opportunities for TOD partnerships, with significant development opportunities at each of the stations. It provides moderate support for City Building Policies, particularly those aimed at encouraging access to Employment Districts. However, with fewer stations, this alignment provides access to fewer planned or new developments. Corridor 2B provides access to new rapid transit service to very few people and there are significant physical barriers obstructing station access.	Corridor 2 Alignments provide the least support for Shaping the City. Corridor 2C provides very strong opportunities for TOD partnerships, with significant development opportunities at each of the stations. It provides moderate support for City Building Policies, particularly those aimed at encouraging access to Employment Districts. However, with fewer stations, this alignment provides access to fewer planned or new developments. Corridor 2C provides access to new rapid transit service to very few people and there are significant physical barriers obstructing station access.

### Healthy Neighbourhoods

<b>Compatibility with Existing Neighbourhoods</b>	Are there opportunities to enhance existing neighbourhoods through improved connectivity or place-making? Are there potential impacts to existing stable residential neighbourhoods? Are there noise or visual impacts? Are there traffic impacts? Would traffic impacts require level of service modeling?	Qualitative - What are the placemaking opportunities for this option within walking distance of the rapid transit station with consideration for transition areas and integration of the station facilities with adjacent properties and surrounding neighbourhoods.									
		Qualitative - What will be the construction impacts to the existing neighbourhood									
		Qualitative - What will be the impact to neighbourhoods during operation of the rapid transit line (consider: noise, vibration, ventilation shafts, emergency exists, park-and-ride lots)									
		Significant opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods at Mount Dennis and between Scarlett and East Mall	Opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods at Mount Dennis, Scarlett and Kipling	Opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods at Mount Dennis, Scarlett and Kipling	Some opportunity for placemaking especially in redeveloping areas and apartment neighbourhoods at Kipling	Opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods at Mount Dennis, Scarlett and Kipling	Some opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods at Mount Dennis, Scarlett and Kipling; however, the Mount Dennis benefits are reduced by required land takings and street closures.	Opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods around Weston Station and Mount Dennis. The specific potential of this alignment to catalyze placemaking is reduced as RER will already bring rapid transit to this area.	Opportunities for placemaking especially in redeveloping areas and apartment neighbourhoods around Weston Station and Mount Dennis. The specific potential of this alignment to catalyze placemaking is reduced as RER will already bring rapid transit to this area.		
		Most significant impacts on neighbourhoods (neighbourhoods and apartment neighbourhoods along much of the corridor, most frequent stops, at-grade alignment in areas with residential frontages) - both in construction and operation phases	Significant impact on neighbourhoods (neighbourhoods and apartment neighbourhoods along much of the corridor, at-grade alignment in areas with residential frontages) - both in construction and operation phases	Significant impact on neighbourhoods (neighbourhoods and apartment neighbourhoods along much of the corridor, at-grade alignment in areas with residential frontages) - both in construction and operation phases	Significant impact on neighbourhoods (neighbourhoods and apartment neighbourhoods along much of the corridor, at-grade alignment in areas with residential frontages) - both in construction and operation phases	Significant impact on neighbourhoods (neighbourhoods and apartment neighbourhoods along much of the corridor, at-grade alignment in areas with residential frontages) - both in construction and operation phases. Of note is the required severing of Emmett Ave north of the Eglinton Flats, which currently accommodates appx. 3000 vehicles per day.	Significant impact on neighbourhoods (neighbourhood and apartment neighbourhoods along much of the corridor, at-grade alignment in areas with residential frontages) - both in construction and operation phases. Of note is the full property takings required of a entire residential block for cut and cover/open trench and Kitchener corridor widening, the permanent closure of Nickle Street and relocation of Weston Road resulting in potential impacts to a church and school.	Lesser impacts on neighbourhoods - both in construction and operation phases (alignment in railway corridor already being used by heavy rail, partially runs through neighbourhoods and apartment neighbourhoods, but a greater proportion of the alignment runs through mixed-use or employment areas)	Lesser impacts on neighbourhoods - both in construction and operation phases (alignment in railway corridor already being used by heavy rail, partially runs through neighbourhoods and apartment neighbourhoods, but a greater proportion of the alignment runs through mixed-use or employment areas)		

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<b>Improving Access to Community Services and Facilities</b>	Does the option improve access to schools, places of worship, and community service providers?  Does the option impact schools, places of worship and other community service providers?	Qualitative – List the key institutions and services to which access will be improved; list the institutions and services potentially impacted by the construction or long term operations								
			Access will be improved to community institutions/ facilities at 12 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 4 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 4 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 4 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 4 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 4 stations with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will likely be affected during the construction phases, but not likely during operations.	Access will be improved to community institutions/ facilities at 2 stations (Mount Dennis and Airport) with the introduction of new rapid transit stations at these locations. Access to these institutions/facilities will not likely be affected during construction or operations as the alignment is on an existing rail corridor.	Access will be improved to community institutions/ facilities at 1 station (Mount Dennis) with the introduction of a new rapid transit station at these locations. Access to these institutions/facilities will not likely be affected during construction or operations as the alignment is on an existing rail corridor.
<b>Eliminating Barriers within Neighbourhoods</b>	Will the alignment eliminate existing or result in new barriers in existing neighbourhoods?	Qualitative - Discuss potential barriers or additional permeability created by alignment – e.g. road closures, traffic impacts								
			Traffic impacted by transit signal priority measures and new turn restrictions; widening of Eglinton will increase pedestrian and cyclist crossing distances; this can be mitigated by strategic streetscaping between stations; crossing distance reduced at stations where mid-street platforms provide a refuge; no permanent road closures upon completion.	Significant traffic disruption during station construction and TBM deployment/extraction. Minimal traffic impacts after completion. Potential barrier created at the portal west of Scarlett.	Significant traffic disruption during station construction and TBM deployment/extraction. Minimal traffic impacts after completion. Potential barrier created at the portal west of Scarlett.	Significant traffic disruption during station construction and TBM deployment/extraction. Minimal traffic impacts after completion. Potential barrier created at the portal west of Scarlett.	Significant traffic disruption during station construction and TBM deployment/extraction. Permanent traffic impacts after completion due to the severing of Emmett Ave. Potential barrier created at the portal west of Scarlett.	Significant traffic disruption during station construction and TBM deployment/extraction. Minimal traffic disruption after completion. Potential barrier created at the portal west of Scarlett and on Nickle Street.	Potential station improvements at Etobicoke North could improve active transportation permeability where Kipling crosses the rail corridor. Limited impact through airport-area industrial lands. Minimal traffic impacts after completion.	Potential station improvements at Etobicoke North could improve active transportation permeability where Kipling crosses the rail corridor. Limited impact through airport-area industrial lands. Minimal traffic impacts after completion.
<b>Healthy Neighbourhoods - Summary</b>										
<b>Healthy Neighbourhoods - Justification</b>			Compared to Corridor 2 alignments, notwithstanding the construction and operational impacts, the potential benefits that the Base Reference Case offers allows it to score well compared to the others from a healthy neighbourhoods perspective. The impacts are numerous: construction of the LRT right-of-way will cause significant noise and traffic delays; in operation, the at-grade LRT will offer signal priority, thus impacting vehicular traffic flow; a widened Eglinton will result in greater crossing distances and thus the potential to turn Eglinton in to a barrier to active transportation users. Conversely, this option does not involve any tunnelling thus eliminating the impact of cut-and-cover station construction, launch and extraction shafts for TBMs, and the noise and vibration that accompany tunnel boring. Additionally, the increased number of stations through existing mid to low-density residential neighbourhoods offers the greatest placemaking potential. Further, LRT can be accompanied by improved streetscaping, thus counteracting the effect on widening Eglinton.	While there are some opportunities for placemaking around the proposed stations, the opportunities are more limited compared to the Base Reference Case. Further, the impacts along Eglinton are quite high during and after construction.	While there are some opportunities for placemaking around the proposed stations, the opportunities are more limited compared to the Base Reference Case. Further, the impacts along Eglinton are quite high during and after construction.	While there are some opportunities for placemaking around the proposed stations, the opportunities are more limited compared to the Base Reference Case. Further, the impacts along Eglinton are quite high during and after construction.	This option has a low score under the healthy neighbourhoods criteria, namely due to impact caused by the portal severing Emmett Avenue in the stable residential neighbourhood north of the Eglinton Flats.	This option scores the lowest under the healthy neighbourhoods criteria due to the extensive temporary and permanent impacts to a number of stable residential neighbourhoods north of the Eglinton Flats and to the west of the Kitchener Corridor north of St. Clair.	This alignment passes through residential neighbourhoods on a long-established rail right-of-way. This alignment serves no residential developments beyond Weston station. The benefits of this—namely limited impacts to stable residential neighbourhoods compared to Corridor 1 alignments—outweighs the lost placemaking opportunities of this alignment.	This alignment passes through residential neighbourhoods on a long-established rail right-of-way. This alignment serves no residential developments beyond Weston station. The benefits of this—namely limited impacts to stable residential neighbourhoods compared to Corridor 1 alignments—outweighs the lost placemaking opportunities of this alignment.



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<b>Public Health and Environment - Summary</b>										
<b>Public Health and Environment - Justification</b>			The Base Reference Case alignment improves access to a number of parks around the proposed station locations. The at-grade orientation of the alignment, accommodated primarily within the Eglinton right-of-way, results in some of the lowest impacts to parks and the natural environment compared to Corridor 1 alignments. However, the impacts are somewhat greater than Corridor 2 alignments.	Corridor 1 alignments, generally, offer improved access to existing parks and public spaces compared to Corridor 2. It provides less access than the Base Reference Case. The impacts to parks and the natural environment, however, reduces the score for this alignment. Specifically, while access may be improved to Eglinton Flats, the potential impacts are greater.	Corridor 1 alignments, generally, offer improved access to existing parks and public spaces compared to Corridor 2. It provides less access than the Base Reference Case. The impacts to parks and the natural environment, however, reduces the score for this alignment. Specifically, while access may be improved to Eglinton Flats, the potential impacts are greater.	Corridor 1 alignments, generally, offer improved access to existing parks and public spaces compared to Corridor 2. It provides less access than the Base Reference Case. The impacts to parks and the natural environment, however, reduces the score for this alignment. Specifically, while access may be improved to Eglinton Flats, the potential impacts are greater.	Corridor 1 alignments, generally, offer improved access to existing parks and public spaces compared to Corridor 2. It provides less access than the Base Reference Case. The impacts to parks and the natural environment, however, reduces the score for this alignment. Specifically, while access may be improved to Eglinton Flats, the potential impacts are greater.	Corridor 1 alignments, generally, offer improved access to existing parks and public spaces compared to Corridor 2. It provides less access than the Base Reference Case. The impacts to parks and the natural environment, however, reduces the score for this alignment. Specifically, this alignment would have a significant visual and functional impact to Eglinton Flats.	The limited impacts to parks and the natural environment on this alignment is due the fact that the alignment passes through primarily industrial areas. This reduces its score in this criteria.	The limited impacts to parks and the natural environment on this alignment is due the fact that the alignment passes through primarily industrial areas. This reduces its score in this criteria.

### Affordability

<b>Engineering Feasibility</b>	Is the option possible to construct and how difficult will it be in comparison to other options?	Qualitative – List key technical challenges associated with guideway, tunnel and station construction such as: - Geotechnical conditions / flooding characteristics - Alignment - Compatibility with other major infrastructure projects								
			Entire length of LRT is at grade except for a portal between Weston Rd and Jane St. Considerations include widening road, utility relocation, rebuilding of all intersections, and station stops at nearly all intersections on Eglinton; no complex interlocking requirements	Entire section between Scarlett and MACC is tunnelled below grade. This option is elevated east of Scarlett therefore has fewer impacts, although support columns would require road widening. Technical challenges include: - Station construction above and connections to planned at-grade GO/RER station at Mount Dennis - new bridges required across Black Creek and Black Creek Drive - CP track relocation required	Entire section between Scarlett and MACC is tunnelled below grade. Tunnelled section between Black Creek and Eglinton Flats. Technical challenges include: - sections of the below-grade portion between Black Creek and Jane must be open cut due to the geometry of the alignment, increasing complexity when passing beneath active CP rail corridor - underground station below ECLRT with connections and associated station works - some tunnelling at almost 4% grade - new bridges required across Black Creek and Black Creek Drive - CP track relocation required	Entire section between Scarlett and MACC is tunnelled below grade. Tunnelled section between Black Creek and Eglinton Flats. Technical challenges include: - tunnelling beneath an active GO corridor and across Eglinton Ave - new bridges required across Black Creek and Black Creek Drive - CP track relocation required	Entire section between Scarlett and MACC is tunnelled below grade. Technical challenges include: - tunnelling near and beneath sensitive buildings - long tunnel will require siting of emergency exit buildings and potentially fire/ventilation infrastructure as well within a stable neighbourhood. - open cut under Jane Street bridge abutment	Entire section between Scarlett and MACC is tunnelled below grade. Technical challenges include: - bridge widenings and potential rod reprofiling required at Ray and Eglinton Avenues - new bridges required across Black Creek and Black Creek Drive - realignment of Weston Road and reconstruction of Rogers Road bridge - some tunnelling at 4% grade - flooding mitigation measures required at portal in Eglinton Flats - construction of additional platforms at Mount Dennis and connections to ECLRT station - potential impact on future GO electrifications infrastructure	Potential technical challenge with Airport Station profile adjacent to GTAA Viscount Parking Lot structure	Potential technical challenge with very long, steep and high elevated section above Hwy 409/427 interchange
<b>Construction Cost within Study Area (Mount Dennis to MACC)</b>	What will this option cost to construct?	Quantitative – order-of-magnitude estimates for each alignment, with particular consideration for extent of tunnelling required								
			\$1.1 - 1.3 Billion <i>*Cost estimate provided by Metrolinx for Phase 2 LRT between Mount Dennis and Renforth Stations</i>	\$4.7 - 5.8 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and St. Clair interlocking</i>	\$4.8 - 5.9 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and St. Clair interlocking</i>	\$4.3 - 5.2 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and St. Clair interlocking</i>	\$3.7 - 4.5 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and Nickle interlocking</i>	\$4.0 - 4.9 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and St. Clair interlocking</i>	\$3.1 - 3.8 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and Wise interlocking</i>	\$2.7 - 3.3 Billion <i>*Estimate does not include potential required modifications to the Kitchener Corridor between Union Station and Wise interlocking</i>

			Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
Criteria	Description	Measure	Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot
<b>Minimize Private Property Impacts</b>	How many properties will be impacted or need to be purchased to support the option?	Quantitative – length of each route beneath private properties								
			Minimal private property impacts. Alignment follows Eglinton right-of-way. Some complications anticipated at in the vicinity of Kipling where land previously held for rapid transit has been sold for private residential development. Widening around Weston and Kipling will also require partial property takings.	Some notable impacts to private property, particularly at the No Frills parking lot limiting the vertical development potential of that site. Beyond Mount Dennis, property impacts will accrue at potential station locations and supporting tunnelling infrastructure (emergency exits, vent shafts, etc.) – to be determined at detailed design.	Some impacts to private property, particularly related to the underground easement beneath the No Frills parking lot. Beyond Mount Dennis, property impacts will accrue at potential station locations and supporting tunnelling infrastructure (emergency exits, vent shafts, etc.) – to be determined at detailed design.	Significant impacts to private property, particularly to residential properties around Mount Dennis where underground easements will be required. Beyond Mount Dennis, property impacts will accrue at potential station locations and supporting tunnelling infrastructure (emergency exits, vent shafts, etc.) – to be determined at detailed design.	Greatest impact to private property. Potentially significant impact to Irving Tissue Factory on the west side of the GO corridor after Mount Dennis; underground easements required around Weston neighbourhood; taking of private parking lot and recreation area of an apartment complex south of Emmett Ave. Beyond Mount Dennis, property impacts will accrue at potential station locations and supporting tunnelling infrastructure (emergency exits, vent shafts, etc.) – to be determined at detailed design.	Greatest impact to private property. Impacts to industrial, commercial, and residential property along the western side of the Kitchener corridor between St. Clair Ave and Ray Ave where corridor widening is required including potential takings at two high rise residential towers at the end of Denarda St and Oxford Dr. Geometric constraints require open cut trench and cut and cover construction through a stable residential block in Weston before TBM construction east of Weston Road can begin. Beyond Mount Dennis, property impacts will accrue at potential station locations and supporting tunnelling infrastructure (emergency exits, vent shafts, etc.) – to be determined at detailed design.	Fewest private property impacts. Alignment follows CN corridor before following the public ROW for a majority of the alignment from the rail corridor to the MACC. Some active small-scale industrial properties will need to be partially or fully acquired. Several underground easements also be needed.	Fewest private property impacts. Alignment follows public ROW for a majority of the alignment from the rail corridor to the MACC. Some active small-scale industrial properties will need to be partially or fully acquired. Several underground easements also be needed.
<b>Affordability - Summary</b>										
<b>Affordability - Justification</b>			The Base Reference Case, by virtue of its at-grade alignment within the existing ROW, is the least complex, least expensive, and has the fewest impacts to private property when compared to Corridor 1 and 2 alignments.	While this scores the highest amongst the Corridor 1 alignments, the property impacts and cost of this alignment result in a low score for this alignment.	This alignment poses significant engineering challenges. The corresponding cost estimate for this alignment is a representation of this. The property impacts, however, are fewer compared to the other Corridor 1 alignments yet still greater than the Corridor 2 and Base Reference Case alternatives.	While this alignment is the least expensive of the Corridor 1 alignments due mainly to its lack of a station at Mount Dennis, the relative engineering complexity and high property impacts results in a low score for this alternative under the Affordability criteria.	This option is less complex from an engineering perspective, but scores lower for the significant property impacts within stable apartment and residential neighbourhoods north of Eglinton Flats.	Beyond the engineering complexity and relatively high cost estimate, this alignment is anticipated to have the largest impact on private property.	Notwithstanding any extra track that may be required (beyond the scope of this study), this alignment scores well when compared to the Eglinton alignments under the Affordability criteria. This is mainly due to the location of the spur; the Eglinton spur at Mount Dennis poses significant engineering challenges, as well as higher costs, and property impacts when compared to a spur after the proposed Woodbine station.	Notwithstanding any extra track that may be required (beyond the scope of this study), this alignment scores well when compared to the Eglinton alignments under the Affordability criteria. This is mainly due to the location of the spur; the Eglinton spur at Mount Dennis poses significant engineering challenges, as well as higher costs, and property impacts when compared to a spur after the proposed Woodbine station.

Criteria	Description	Measure	Base Reference Case: Eglinton Crosstown LRT	Corridor 1: Continuous Connection Eglinton (Through Service along Eglinton to MACC via Jane/Scarlett and Kipling stations)					Corridor 2: Continuous Connection Airport (Through Service along GO Kitchener Corridor to MACC via Airport)	
			Approved TPAP	1Ae New elevated station at Mt. Dennis	1Aa New underground station at Mt. Dennis	1Ba No Mt. Dennis Station; Station at Jane	1C Shared use of planned at-grade Mt. Dennis GO Station	1D Additional at-grade platforms at Mt. Dennis GO Station	2B West of 427; elevated to NW Dr then below-grade; incl. airport station at Viscount parking lot	2Ca East of 427; elevated to Fasken Dr then below grade; incl. airport station at Carlingview and Airport Parking lot

### Supports Growth

<b>Serving Areas of Existing Employment that currently do not have access to rapid transit service</b>	What is the ability to connect to employment areas?	Quantitative – number of existing jobs within 500 m walking catchment of stations on the alignment									Potential to provide new rapid transit access to employees around the airport. 2Ca Airport station location constrained by Highway 427, thus limiting the catchment area and total employees within 500 m .
			Although this alignment travels through lower employment density areas on Eglinton, the number of stations increases the number of employees served along the length of the corridor. 2011 Employment: 2 842	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1 244	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1244	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1326	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1244	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1244	Lower potential to provide new rapid transit access to employees along Eglinton. 2011 Employment: 1821	2011 Employment: 1019	
<b>Serving Areas of Planned Employment Growth where there is currently no rapid transit</b>	What is the ability for station to serve areas of new, planned and proposed commercial and employment development?	Quantitative – forecast number of potential jobs within 500 m radius of stations on the alignment									Potential to serve high employment density around the airport station; however, fewer stations provide new rapid transit service compared to Eglinton options. 2Ca Airport station location constrained by Highway 427, thus limiting the catchment area and total employees within 500 m.
			Although this alignment travels through lower density areas along Eglinton, the larger number of stations serves significantly more future employees overall compared to the SmartTrack alignments. 2041 Employment: 4467* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton 2041 Employment: 2326* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton. 2041 Employment: 2326* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton. 2041 Employment: 2385* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton. 2041 Employment: 2326* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton. 2041 Employment: 2326* <i>*Assumes medium growth land use scenario with SmartTrack</i>	Lower potential to provide new rapid transit access to employees along Eglinton. 2041 Employment: 2581* <i>*Assumes medium growth land use scenario with SmartTrack</i>	2041 Employment: 1883* <i>*Assumes medium growth land use scenario with SmartTrack</i>	
<b>Supporting and Strengthening Existing Businesses and Industry</b>	Does the option support existing local businesses and industry by improving accessibility?  Is there potential for temporary or permanent impacts on businesses, such as displacement and reductions in parking?	Qualitative – Analysis of non-residential land uses within 500 m radius of stations; Describe the nature of businesses within 500 m radius of rapid transit station  Opportunity sites for future office/retail/ commercial development within 500 m radius  List any potential existing businesses that would be impacted by the alignment									Non-residential uses at Mount Dennis, Wincott Drive, Widdicombe Hill Blvd, Significant non-res uses at East Mall, Renforth, Commerce; Land takings at these stations would affect non-residential uses primarily.  Non-residential uses at all 6 stations- especially employment / office / light industrial / warehousing; partial and full takings of some established businesses near the airport will be required.
			Non-residential uses at Mount Dennis and MACC; Land takings at these stations would affect non-residential uses primarily.	Non-residential uses at Mount Dennis and MACC; Land takings at these stations would affect non-residential uses primarily.	Non-residential uses at Mount Dennis and MACC; Land takings at these stations would affect non-residential uses primarily.	Non-residential uses at MACC; Land takings at these stations would affect non-residential uses primarily.	Non-residential uses at Mount Dennis and MACC; Land takings at these stations would affect non-residential uses primarily; potentially disruptive land taking required at Irving Tissue Factory site affecting newly expanded facility directly abutting the corridor.	Non-residential uses at Mount Dennis and MACC; Land takings at these stations would affect non-residential uses primarily. At Mount Dennis the required relocation of Weston Road to the west will impact mixed-use properties. A number of commercial buildings along Weston north of Rogers will be affected by the required corridor widening.	Significant non-residential uses at all 6 stations- especially employment / office / light industrial / warehousing; partial and full takings of some established businesses near the airport will be required.	Significant non-residential uses at all 6 stations- especially employment / office / light industrial / warehousing; partial and full takings of some established businesses near the airport will be required.	
<b>Supports Growth - Summary</b>											
<b>Supports Growth - Justification</b>			Although the alignment passes through areas of lower employment intensity compared to Corridor 2 alignments, the number of station stops in areas not already served by higher order transit proposed in the Base Case EA results in a high number of employees served overall. Further, impacts to businesses would be minimal.	Marginally lower potential to serve employment districts at the intermediate stations before the MACC. There are, however, limited impacts to businesses with the exception of low density industrial properties to the east of the tracks after Nickle due to track relocation.	Marginally lower potential to serve employment districts at the intermediate stations before the MACC. There are, however, limited impacts to businesses with the exception of low density industrial properties to the east of the tracks after Nickle due to track relocation.	Marginally lower potential to serve employment districts at the intermediate stations before the MACC. There are, however, limited impacts to businesses with the exception of low density industrial properties to the east of the tracks after Nickle due to track relocation.	Marginally lower potential to serve employment districts at the intermediate stations before the MACC. There are, however, limited impacts to businesses with the exception of low density industrial properties to the east of the tracks after Nickle due to track relocation.	In addition to the somewhat limited opportunity to serve employment centres en route to the MACC, there is a significant potential for this alignment to severely impact the operations of the newly expanded Irving Tissue Factory.	In addition to the somewhat limited opportunity to serve employment centres en route to the MACC, this alignment option impacts a number of commercial and industrial businesses along Weston Road where the corridor must be widened to accommodate new tracks on the west side of the corridor north of the proposed St. Clair interlocking.	Corridor 2 alignments score the highest under the Supports Growth criteria due to the high employment accessed by three of the proposed stations. Lower employment intensity around the proposed 2C airport station due to constraints posed by Highway 427 to the proposed airport station. Some impacts to established businesses near spur after Woodbine.	

\*All modellings results cited are outputs from the GTAModel V4.0, Release 1 (Jan 18, 2016), using the "Low population, Medium employment with SmartTrack Influence" land use scenario. Results assume a 15 minute SmartTrack frequency with a TTC fare.