

## COMPARATIVE SUMMARY OF THE MAIN ADVANTAGES AND DISADVANTAGES FOR ROUTES 1B, 2Bii (Street Level), 2Cii (Street Level), 3Bii (Street Level) and 4A

Factors	Advantages/Disadvantages of Alternative Route 1B	Advantages/Disadvantages of Alternative Route 2BiiS	Advantages/Disadvantages of Alternative Route 2CiiS	Advantages/Disadvantages of Alternative Route 3Bii S	Advantages/Disadvantages of Alternative Route 4A
<b>1. Technical</b>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>Very low long-term effect on the CN/GO corridor because there will only be one new bridge crossing in the area near Wilson Park Rd and King St.</li> <li>Potential station at Wilson Park Road would provide the opportunity to increase transit ridership between Jameson Ave and Roncesvalles Ave.</li> <li>No realignment of Springhurst Ave.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>King Street reduced to 1 travel lane in each direction between Wilson Park Rd and Roncesvalles Ave, limiting the road capacity for vehicles. This includes the removal of on-street parking through this same area.</li> <li>Property access along King St would be reduced to right-in/right-out turn movements only for residents between Wilson Park Rd and Roncesvalles Ave. (left turns eliminated by streetcar line in the centre of the road).</li> <li>Streetcars share the King St/Queen St/ Roncesvalles Ave intersection and compete for "green time" through the signalized intersection with street vehicles.</li> <li>No opportunity to provide a station at Spencer Ave would limit the potential to increase ridership between Dufferin St and Jameson Ave. (Spencer area residents would have to walk further to Dufferin or Jameson stations).</li> <li>Jameson station would be located further from local transit ridership capture area than some other routes (opposite side of rail corridor and Lake Shore Blvd).</li> <li>Highest impact to parking (removal) at Exhibition Place.</li> <li>Vehicle impacts on Lake Shore Blvd as a result of a newly constructed dedicated streetcar right-of-way in the centre of the road.</li> <li>A number of operational vehicle impacts along Lake Shore Blvd. are created through new and modified intersections.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>High benefit to transit ridership because of the potential to provide stations at Spencer Ave, Jameson Ave and Wilson Park Rd. Good station accessibility to local riders because of proximity on north side of CN/GO corridor (closest to the community).</li> <li>Minimal effects on parking (minor area within Exhibition Place affected, but no effects on King St).</li> <li>Potential for highest speeds achieved through a direct route with the least number of curves.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>Travel time would be affected because of at grade street crossings at Dunn Ave, Jameson Ave and Dowling Ave (requiring transit signals), and potential stops at Spencer Ave, Jameson Ave and Wilson Park Rd transit stations.</li> <li>These same at-street rail crossings would impact street traffic and increase delays.</li> <li>Some realignment of Springhurst Ave west of Jameson Ave would be required.</li> <li>Constructability effects are high due to a long bridge structure over both the Gardiner and CN/GO corridors in the vicinity of Spencer Avenue, and the longest retaining wall structure of all routes through the CN/GO corridor embankment.</li> <li>Maintenance requirements are moderate to high because of the long structure and extensive retaining wall.</li> <li>Effect to CN/GO is high in the short term during construction within the CN/GO corridor, but relatively low in the long term.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>Moderate benefit to transit ridership because of the potential to provide stations at Jameson Ave and Wilson Park Rd, but no opportunity for a station at Spencer Ave (Spencer area residents would have to walk to Dufferin St or Jameson Ave stations).</li> <li>No effects on King St parking.</li> <li>Potential for higher speeds achieved through a relatively direct route with minimal number of curves.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>No opportunity to provide a Spencer Ave station would result in a lower potential to increase ridership.</li> <li>Travel time would be affected because of at grade street crossings at Jameson Ave and Dowling Ave (requiring transit signals), and potential stops at Jameson Ave and Wilson Park Rd transit stations.</li> <li>These same at-street rail crossings would impact street traffic and increase delays.</li> <li>Some realignment of Springhurst Ave west of Jameson Ave would be required.</li> <li>Moderate effect on parking at Exhibition Place due to some lands lost along the northern boundary west of Dufferin St.</li> <li>Constructability effects are high due to the bridge structures over the Gardiner Expressway eastbound on-ramp, Gardiner Expressway and CN/GO corridor, plus the second longest retaining wall structure through the CN/GO corridor embankment.</li> <li>Maintenance requirements are moderate to high because of the structures and long retaining wall.</li> <li>Effect to CN/GO is high in the short term during construction within their corridor, but relatively low in the long term.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>High benefit to transit ridership because of the potential to provide stations at Spencer Ave, Jameson Ave and Wilson Park Rd. Accessibility to local riders is slightly lower because of proximity on the south side of the CN/GO corridor (further from the community).</li> <li>Minimal effects on parking (minor area within Exhibition Place affected, but no effects on King St).</li> <li>Potential for higher speeds achieved through a relatively direct route with minimal number of curves.</li> <li>No realignment of Springhurst Ave.</li> <li>Benefit to Lake Shore Blvd operations due to improved roadway alignment.</li> <li>Realignment of Lake Shore Blvd will increase parkland in the Waterfront area (enlarges Marilyn Bell Park).</li> <li>Less new bridge construction required (utilizes existing Dowling Ave bridge).</li> <li>Effect to CN/GO corridor is moderate in the short term during construction and low in the long term.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>Travel time would be affected because of at grade street crossings at Dunn Ave and Jameson Ave (requiring transit signals), and potential stops at Spencer Ave, Jameson Ave and Wilson Park Rd transit stations.</li> <li>These same at-street rail crossings would impact street traffic and increase delays.</li> <li>Some operational vehicle impacts at north-south streets along ROW due to streetcar line crossing at grade and requiring transit signal.</li> <li>Dowling Ave would be closed to vehicle traffic (closure would have minimal effect due to very low traffic volume).</li> <li>Constructability effects are moderate to high due to a bridge over the Gardiner Expressway, a retaining wall along CN/GO corridor for about 50% of route length (from Dowling Ave westwards), and the realignment of Lake Shore Blvd (and associated ramps).</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>Very low long-term effect on the CN/GO corridor because there will only be one new bridge crossing (at the south end of Roncesvalles Ave).</li> <li>Benefit to Lake Shore Blvd operations due to improved roadway alignment.</li> <li>Realignment of Lake Shore Blvd will increase parkland in the Waterfront area (enlarges Marilyn Bell Park).</li> <li>No realignment of Springhurst Ave.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>No opportunity to provide Spencer Ave and Wilson Park Rd stations resulting in a lower potential to increase ridership.</li> <li>Jameson station would be located furthest from the local transit ridership capture area.</li> <li>Highest impact to parking (removal) at Exhibition Place.</li> <li>Vehicle impacts on Lake Shore Blvd as a result of a newly constructed dedicated streetcar right-of-way in the centre of the road.</li> <li>A number of operational vehicle impacts along Lake Shore Blvd. are created through new and modified intersections.</li> <li>Most indirect route as alignment follows Lake Shore Boulevard from the west end of Exhibition Place.</li> <li>Long bridge structure required over Gardiner and CN/GO corridor from the area in the vicinity of The Boulevard Club to Roncesvalles Ave.</li> <li>Constructability effects are moderate to high due to structure over CN/Gardiner in the vicinity of the Boulevard Club and realignment of Lake Shore Blvd and associated ramps.</li> <li>Maintenance requirements are moderate to high because of the various structures.</li> </ul>

# PRELIMINARY FOR DISCUSSION

Factors	Advantages/Disadvantages of Alternative Route 1B	Advantages/Disadvantages of Alternative Route 2BiiS	Advantages/Disadvantages of Alternative Route 2CiiS	Advantages/Disadvantages of Alternative Route 3Bii S	Advantages/Disadvantages of Alternative Route 4A
	<ul style="list-style-type: none"> <li>▪ Constructability effects are high due to bridges and structures along westbound Lake Shore Blvd and over Gardiner Expressway, as well as long bridge over both Gardiner and CN/GO corridor near Wilson Park Rd.</li> <li>▪ Maintenance requirements will be high because of the numerous structures.</li> </ul>			<ul style="list-style-type: none"> <li>▪ Maintenance requirements are moderate to high because of the structure and retaining wall.</li> </ul>	
<b>2. Natural Environment</b>					
	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Planting of approximately 42 urban-tolerant native trees will result in a long-term net benefit to the ecosystem.</li> <li>▪ Negligible effects on natural connectivity.</li> <li>▪ No dewatering during construction anticipated; therefore, no adverse affect on groundwater or surface water quantity or quality.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Tree removal will see the loss of approximately 9 large healthy trees and 24 small healthy trees or large unhealthy trees. These trees are individual streetscape trees, all of which are non-native ornamental species (except for 9 native saplings). The removal of these trees amounts to approximately 0.15 hectares (ha) of canopy cover. This will result in a temporary, short-term reduction in the benefits provided by the larger (&gt;30 cm in diameter) trees.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Planting of approximately 59 urban-tolerant native trees will result in a long-term net benefit to the ecosystem.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Temporary removal of 1.75 ha of vegetation community / wildlife habitat (including approximately 1.88 ha of canopy cover made up of approx. 3 large healthy trees and 50 small healthy trees or large unhealthy trees). This will result in a temporary, short-term reduction in the benefits provided by the larger (&gt;30 cm in diameter) trees.</li> <li>▪ Reduction of east-west natural connectivity through the loss of the naturally re-vegetated woodland and thicket habitat on the CN/GO corridor embankment.</li> <li>▪ Potential for temporary effects on the quantity of groundwater in the immediate area from dewatering during construction.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Planting of approximately 62 urban-tolerant native trees will result in long-term net benefit to the ecosystem.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Temporary removal of a 1.25 ha vegetation community / wildlife habitat (including approximately 1.40 ha of canopy cover made up of approx. 4 large healthy trees and 50 small healthy trees or large unhealthy trees). This will result in a temporary, short-term reduction in the benefits provided by the larger (&gt;30 cm in diameter) trees.</li> <li>▪ Reduction of connectivity between natural areas in the vicinity.</li> <li>▪ Potential for temporary effects on the quantity of groundwater in the immediate area from dewatering during construction.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Planting of approximately 60 urban-tolerant native trees will result in long-term net benefit to the ecosystem.</li> <li>▪ Opportunity to ensure that these plantings are of the greatest benefit by consolidating into a single patch within the same watershed.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Temporary removal of a 0.75 ha vegetation community / wildlife habitat (including approximately 0.10 ha of canopy cover made up of approx. 15 large healthy trees and 15 small healthy trees or large unhealthy trees). This will result in a temporary, short-term reduction in the benefits provided by the larger (&gt;30 cm in diameter) trees.</li> <li>▪ Reduction of connectivity between natural areas in the vicinity.</li> <li>▪ Potential for temporary effects on the quantity of groundwater in the immediate area from dewatering during construction.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Planting of approximately 90 urban-tolerant native trees will result in long-term net benefit to the ecosystem.</li> <li>▪ Opportunity to ensure that these plantings are of the greatest benefit by consolidating into a single patch within the same watershed.</li> <li>▪ No effects on natural connectivity.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Tree removal will see the loss of approximately 18 large healthy trees and 36 small healthy trees or large unhealthy trees. These trees are individual streetscape trees, all of which are non-native ornamental species (except for 9 native saplings). The removal of these trees amounts to approximately 0.30 ha of canopy cover. This will result in a temporary, short-term reduction in the benefits provided by the larger (&gt;30 cm in diameter) trees.</li> <li>▪ Potential for temporary effects on the quantity of groundwater in the immediate area from dewatering during construction (smallest area of dewatering potential).</li> </ul>
<b>3. Land Use Environment</b>					
	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ The route promotes intensification of underutilised sites within 500 metres of station locations and has a potential to enhance transit ridership.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Loss of land at Exhibition Plan reduces the potential for redevelopment (<i>Regeneration Area</i> designation in the City's OP).</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Has the potential to have a positive impact on urban structure by providing enhanced transit service to the existing residential areas.</li> <li>▪ Promotes intensification of underutilized sites within 500 metres of the station locations and could enhance transit ridership.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Has the potential to have a positive impact on urban structure by providing enhanced transit service to the existing residential areas.</li> <li>▪ Promotes intensification of underutilized sites within 500 metres of the station locations and could enhance transit ridership.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Has the potential to have a positive impact on urban structure by providing enhanced transit service to the existing residential areas.</li> <li>▪ Promotes intensification of underutilized sites within 500 metres of the station locations and could enhance transit ridership.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No potential land takings or frontage affected from identified approved and/or proposed development sites.</li> <li>▪ The route also supports infrastructure needs in the Provincial Policy Statement (PPS).</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Loss of land at Exhibition Plan reduces the potential for redevelopment (<i>Regeneration Area</i> designation in the OP).</li> <li>▪ Does not promote development intensification.</li> </ul>

Factors	Advantages/Disadvantages of Alternative Route 1B	Advantages/Disadvantages of Alternative Route 2BiiS	Advantages/Disadvantages of Alternative Route 2CiiS	Advantages/Disadvantages of Alternative Route 3Bii S	Advantages/Disadvantages of Alternative Route 4A
<p><b>4. Social Environment</b></p>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Potential short-term effects of construction or long-term disturbances (noise, dust and vibration, etc.) to the community (residences, institutions, parks, etc.) would be limited to area along King St between Wilson Park Rd. and Roncesvalles Ave.</li> <li>▪ No private property required or displacement of residence(s).</li> <li>▪ Potential station at Wilson Park Road would provide the opportunity to increase transit ridership between Jameson Ave and Roncesvalles Ave.</li> <li>▪ No realignment of Springhurst Ave.</li> <li>▪ Improved access from streetcar to the waterfront and associated waterfront community features.</li> <li>▪ Fewer potential disturbances (including impacts on accesses) to waterfront activities/features/facilities (e.g., Marilyn Bell Park, The Boulevard Club, Toronto Sailing Club, etc.) than Route 4A.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No Spencer Ave station would limit the potential to increase ridership between Dufferin St and Jameson Ave (Spencer area residents would have to walk further to Dufferin or Jameson stations).</li> <li>▪ Jameson station would be located further from the local transit ridership capture area than some other routes (opposite side of rail corridor and Lake Shore Blvd) requiring a longer walking distance for potential riders from the community.</li> <li>▪ King Street residents between Wilson Park Rd and Roncesvalles Ave may experience short-term construction related nuisance effects such as noise, dust, and vibration, as well as limited driveway access or reduced street parking during construction.</li> <li>▪ High disturbance to traffic on King St between Wilson Park Rd and Roncesvalles Ave during construction.</li> <li>▪ King Street reduced to 1 travel lane in each direction between Wilson Park Rd and Roncesvalles Ave, limiting the road capacity for vehicles. This includes the removal of on-street parking through this same area.</li> <li>▪ Long-term effects to driveway access (right in, right out movements only, no left turns allowed) on the north side of King Street West from Roncesvalles Avenue to Wilson Park Road.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Greatest potential for improving access to streetcar service (greatest potential for increased ridership) because the Jameson station would be located the closest to the community (most convenient), and there would be the potential for 2 additional stations (Wilson Park Rd and Spencer Ave).</li> <li>▪ Minimal displacement of Exhibition Place parking, and no effects on King St parking.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Greatest number of residents may experience short-term construction related nuisance effects, such as noise, dust, and vibration.</li> <li>▪ Anticipated to require the greatest amount of private property adjacent to the north side of the CN Rail ROW from Spencer Ave to Dunn Ave. A new Spencer Station would require additional property taking, including the potential displacement of one home.</li> <li>▪ At grade street crossings at Dunn Ave, Jameson Ave and Dowling Ave (requiring transit signals) would impact street traffic (including pedestrians and cyclists) by increasing delays.</li> <li>▪ Some realignment of Springhurst Ave west of Jameson Ave would be required.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ High potential for improving access to streetcar service (greatest potential for increased ridership) because the Jameson station would be located the closest to the community (most convenient), and there would be the potential for 1 additional station (Wilson Park Rd).</li> <li>▪ This route does not require private property or displacement of residence(s).</li> <li>▪ No effects on King St parking.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ High number of residents may experience short-term construction related nuisance effects such as noise, dust, and vibration.</li> <li>▪ No opportunity to provide a station at Spencer Ave would limit the potential to increase ridership between Dufferin St and Jameson Ave. (Spencer area residents would have to walk further to Dufferin or Jameson stations).</li> <li>▪ At grade street crossings at Jameson Ave and Dowling Ave (requiring transit signals) would impact street traffic (including pedestrians and cyclists) by increasing delays.</li> <li>▪ Some realignment of Springhurst Ave west of Jameson Ave would be required.</li> <li>▪ Moderate impact to parking (removal) Exhibition Place.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ High potential for improving access to streetcar service (greatest potential for increased ridership) because the Jameson station would be located close to the community (more convenient), and there would be the potential for 2 additional stations (Wilson Park Rd and Spencer Ave).</li> <li>▪ Station at Spencer provides an opportunity for a pedestrian bridge connection to Exhibition Place, which increases community access to the waterfront.</li> <li>▪ Minimal effects on parking (minor area within Exhibition Place affected, but no effects on King St).</li> <li>▪ Moderate number of residents (between Dowling Ave and Wilson Park Rd) may experience short-term construction related nuisance effects such as noise, dust, and vibration.</li> <li>▪ No realignment of Springhurst Ave.</li> <li>▪ Realignment of Lake Shore Blvd will increase parkland in the Waterfront area (enlarges Marilyn Bell Park) and improve traffic flow.</li> <li>▪ Closure of Dowling Ave bridge to traffic provides the opportunity to create a pedestrian only crossing to improve access the waterfront.</li> <li>▪ This route does not require private property or displacement of residence(s).</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Some local residents may experience limited driveway access or reduced street parking on Dowling Ave during construction.</li> <li>▪ At grade street crossings at Dunn Ave and Jameson Ave (requiring transit signals) would impact street traffic (including pedestrians and cyclists) by increasing delays.</li> <li>▪ Closure of Dowling Ave to traffic.</li> <li>▪ Greatest disturbance to traffic in the short term during construction due to the realignment of Lake Shore Blvd.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No residents will experience short-term effects of construction or long-term disturbances (noise, dust and vibration, etc.) since the route follows Lake Shore Blvd and is separated from the community by the CN/GO corridor and the Gardiner Expressway.</li> <li>▪ No private property required or displacement of residence(s).</li> <li>▪ No realignment of Springhurst Ave.</li> <li>▪ Realignment of Lake Shore Blvd will increase parkland in the Waterfront area (enlarges Marilyn Bell Park) and improve traffic flow.</li> <li>▪ Improved access from streetcar to waterfront and associated waterfront community features.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Greater potential disturbances (including impacts on accesses) to waterfront activities/features/facilities (e.g., Marilyn Bell Park, The Boulevard Club, Toronto Sailing Club, etc.) than Route 1B.</li> <li>▪ No opportunity to provide a station at Spencer Ave or Wilson Park Rd (limits the potential to increase ridership).</li> <li>▪ Jameson station would be located furthest from local transit ridership capture area requiring the longest walking distance for potential riders from the community.</li> <li>▪ Highest impact to parking (removal) at Exhibition Place.</li> <li>▪ Greatest disturbance to traffic on Lake Shore Blvd and Gardiner Expressway in the short term due to construction.</li> </ul>

# PRELIMINARY FOR DISCUSSION

Factors	Advantages/Disadvantages of Alternative Route 1B	Advantages/Disadvantages of Alternative Route 2BiiS	Advantages/Disadvantages of Alternative Route 2CiiS	Advantages/Disadvantages of Alternative Route 3Bii S	Advantages/Disadvantages of Alternative Route 4A
	<ul style="list-style-type: none"> <li>▪ Potential for the loss of some park space (Beatty Parkette) due to King St. widening to accommodate dedicated streetcar lines between Wilson Park Rd and Roncesvalles Ave.</li> <li>▪ Highest impact to parking (removal) at Exhibition Place.</li> <li>▪ Disturbance to traffic on Lake Shore Blvd and Gardiner Expressway in the short term due to construction.</li> </ul>				
<b>5. Cultural Environment</b>					
	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No known archaeological sites in, or within proximity, of alternative.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ In proximity to 2 areas of archaeological potential:                             <ul style="list-style-type: none"> <li>- Marilyn Bell Park</li> <li>- Beatty Park</li> </ul> </li> <li>▪ Potential for disruption to and/or removal of 2 built heritage features:                             <ul style="list-style-type: none"> <li>- Dufferin Street Bridge</li> <li>- 1594 King St. W</li> </ul> </li> <li>▪ Potential for disruption to and/or removal of 6 cultural landscape units:                             <ul style="list-style-type: none"> <li>- Exhibition Place</li> <li>- CN Railscape</li> <li>- Gardiner Expressway roadscape</li> <li>- Lakeshore Blvd roadscape</li> <li>- King and Roncesvalles intersection</li> <li>- King St. urban cultural landscape (including 1516-1526, 1528, 1530, 1532 and 1534-1536 King Street West)</li> </ul> </li> <li>▪ Potential effects would be avoided or mitigated.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No known archaeological sites in, or within proximity, of alternative.</li> <li>▪ In proximity to 1 area of archaeological potential (Beatty Park).</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Potential for disturbance to 1 built heritage feature (Dufferin Street Bridge)</li> <li>▪ Potential for disruption to and/or removal of 3 cultural landscape units:                             <ul style="list-style-type: none"> <li>- Exhibition Place</li> <li>- CN Railscape</li> <li>- Gardiner Expressway roadscape</li> </ul> </li> <li>▪ Potential effects would be avoided or mitigated.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No known archaeological sites in, or within proximity, of alternative.</li> <li>▪ In proximity to 1 area of archaeological potential (Beatty Park).</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Potential for disruption to and/or removal of 1 built heritage feature (Dufferin Street Bridge)</li> <li>▪ Potential for disruption to and/or removal of 3 cultural landscape units:                             <ul style="list-style-type: none"> <li>- Exhibition Place</li> <li>- CN Railscape</li> <li>- Gardiner Expressway roadscape</li> </ul> </li> <li>▪ Potential effects would be avoided or mitigated.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No known archaeological sites in, or within proximity, of alternative.</li> <li>▪ In proximity to 1 area of archaeological potential (Beatty Park).</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Potential for disruption to and/or removal of 1 built heritage feature (Dufferin Street Bridge)</li> <li>▪ Potential for disruption to and/or removal of 3 cultural landscape units:                             <ul style="list-style-type: none"> <li>- Exhibition Place</li> <li>- CN Railscape</li> <li>- Gardiner Expressway roadscape</li> </ul> </li> <li>▪ Potential effects would be avoided or mitigated.</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ No known archaeological sites in, or within proximity, of alternative.</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Potential for disruption to and/or removal of 1 built heritage feature (Dufferin Street Bridge)</li> <li>▪ Potential for disruption to and/or removal of 4 cultural landscape units:                             <ul style="list-style-type: none"> <li>- Exhibition Place</li> <li>- CN Railscape</li> <li>- Gardiner Expressway roadscape</li> <li>- Lakeshore Blvd roadscape</li> </ul> </li> <li>▪ Potential effects would be avoided or mitigated.</li> </ul>
<b>6. Financial</b>					
	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Low land acquisition costs</li> <li>▪ Low to moderate capital, operation and maintenance costs</li> </ul>	<p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Moderate land acquisition costs</li> <li>▪ Moderate to high capital, operation and maintenance costs</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Low land acquisition costs</li> <li>▪ Moderate capital costs</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Moderate to high operation and maintenance costs</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Low land acquisition costs</li> </ul> <p><b>DISADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Moderate to high capital costs</li> <li>▪ Moderate operation and maintenance costs</li> </ul>	<p><b>ADVANTAGE</b></p> <ul style="list-style-type: none"> <li>▪ Low land acquisition costs</li> <li>▪ Moderate capital costs</li> <li>▪ Low to moderate operation and maintenance costs</li> </ul>