

**Date:** 2025-01-17

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**Attachment 2 – Comparison Matrix**

| Alternatives                              | Alternative #1                      | Alternative #2                                     | Alternative #3   |
|---|-------------------------------------|--|--|
|   | Do Nothing                          | Above-grade utility relocation                     | Below-grade utility relocation   |
| <b>Design (CAD)</b>                       | 0                                   | \$5,398,360  | \$7,573,990  |
| <b>Utility relocation (CAD) (2024 \$)</b> | 0                                   | \$4,680,960  | \$24,951,400   |
| <b>Boulevard Improvements (CAD)</b>       | 0                                   | \$42,263,980                                       | \$40,910,610   |
| <b>Total cost (CAD)</b>                   | 0                                   | \$52,343,300                                       | \$73,436,000   |
| <b>Opportunities</b>                      | No immediate financial implications | Sub-standard pedestrian and cycling infrastructure | Conversion of vehicle-oriented corridor into a sustainable multi-modal corridor<br>Address space constraints to provide dedicated pedestrian and cycling infrastructure for a Transit Oriented Development<br>Alignment with Urban Tree Canopy goals |
|   |                                     | Cost savings compared to Alternative #3            |  |

| Alternatives       | Alternative #1   | Alternative #2   | Alternative #3                 |
|--------------------|--|--|--------------------------------|
|                    | Do Nothing   | Above-grade utility relocation   | Below-grade utility relocation |
| <b>Constraints</b> | Does not address current issues  | Cost implications  | Cost implications              |
|                    | Missed opportunity to collect adequate charges from developers   |  |                                |
|                    | Fragmented upgradation of infrastructure   | Boulevard space constraints for pedestrian and cycling infrastructure, due to pole anchor cables |                                |
|                    | Safety concerns for pedestrians and cyclists, affecting public transit ridership and increasing dependency on private vehicles | Aerial restriction for large canopy street trees   |                                |