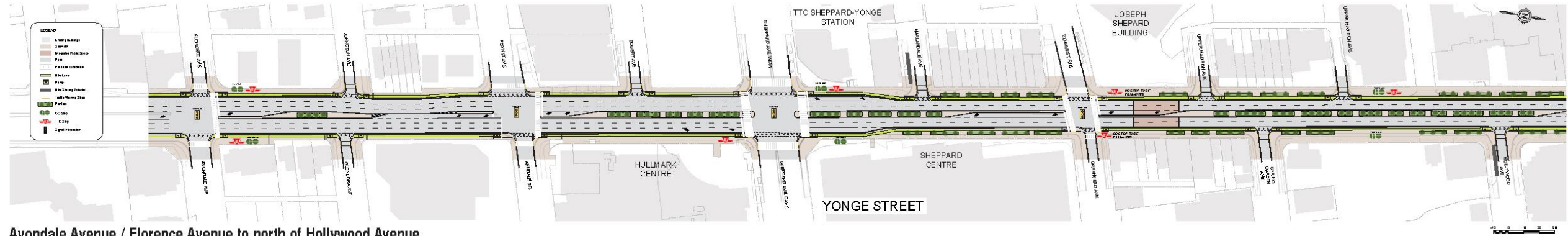


Attachment 1 – Recommended Corridor Design



Avondale Avenue / Florence Avenue to north of Hollywood Avenue



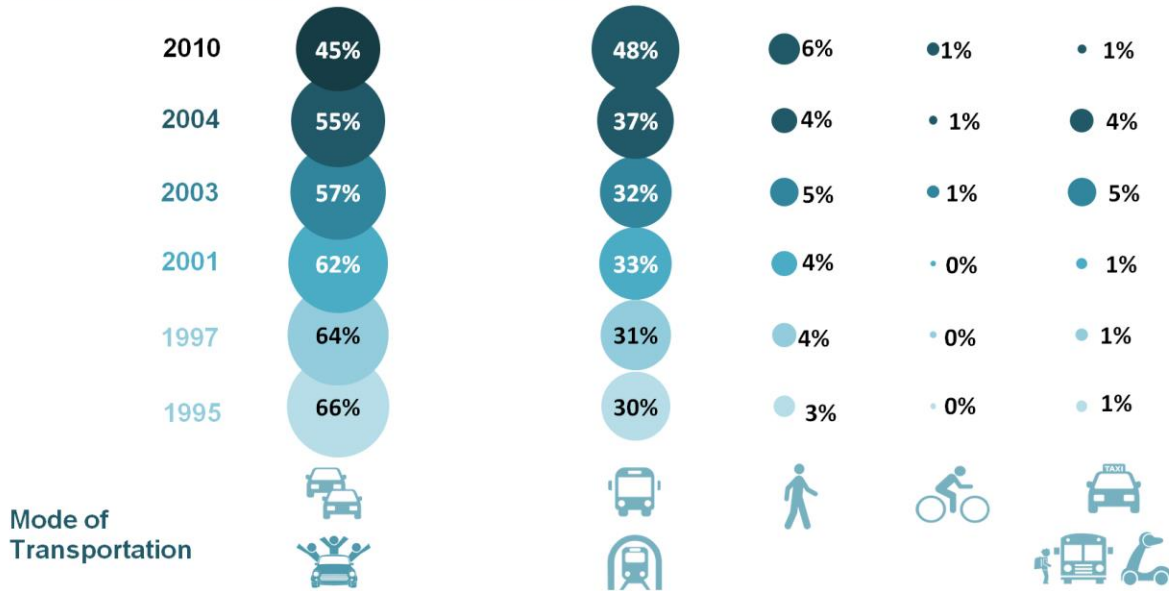
North of Hollywood Avenue to north of Churchill Avenue / Church Avenue



North of Churchill Avenue / Church Avenue to Hendon Avenue / Bishop Avenue

## Attachment 2 – Transportation Mode Share for North York Centre

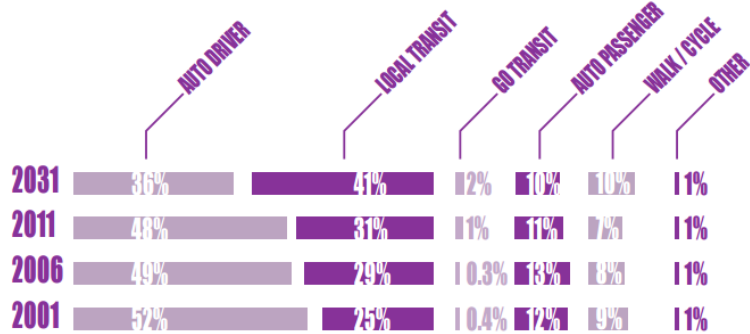
### Morning Peak Period, North York Centre



Source: Travel Survey, North York Centre, Transportation Planning, North District, City of Toronto, 1995-2010.

## TRAVEL BEHAVIOUR IS CHANGING.


NORTH YONGE:  
MODAL SPLIT OF TRIPS MADE BY AREA RESIDENTS



**AUTO USAGE IS PROJECTED TO DECREASE**  
WITH THE INTRODUCTION OF IMPROVED LOCAL TRANSIT OPTIONS.

Source: North York Travel Survey, Transportation Planning North York District, City of Toronto, 2001

Attachment 3 – Alternative Solutions

Alternative	Description	Wider Sidewalk	Enhance / Expand Pedestrian Crossings	Bike Facilities	Travel Lanes	Landscaped Median: Remove, Narrow, Enhance, or Extend	Trees & Planters, Public Art, Street Furniture	Curb Relocation
								
<b>1 Do Nothing</b>	Business as usual: continue implementing the existing plan as development proceeds	Enhance as redevelopment occurs	No change	No change	No change	Proceed with existing plans	Enhance as redevelopment occurs	No change
<b>2 Enhance</b>	Minor Improvements to the streetscape and transportation operations at strategic locations	Fix existing sidewalk and enhance as redevelopment occurs	Enhance at strategic locations	No change	No change	Consider minor improvement options	Add in strategic locations	No change
<b>3 Modify</b>	Minor reconstruction in strategic locations, to improve the streetscape and pedestrian facilities, and bike facilities	Widen in redevelopment areas and other strategic locations	Enhance at strategic locations	Consider bike facilities	Consider reduction from 6 lanes to 4 in sections	Consider options in strategic locations	Add in strategic locations	Changes in strategic locations
<b>4 Transform</b>	Major reconstruction to create a multi-modal street and enhanced streetscape, including cycle tracks, and enhanced pedestrian facilities	Widen throughout the corridor	Enhance corridor-wide	Consider bike facilities	Reduce from 6 lanes to 4, throughout the corridor	Consider options throughout the corridor	Enhance throughout the corridor; consider new features	Extensive relocation



## Attachment 4 – Evaluation Criteria



### Accessibility, Mobility & Transportation Infrastructure

- Promotes effective movement of people and goods
- Transportation network capacity
- Parking capacity
- Intersection operations and Transportation efficiency
- Safety for users
- Effect on emergency services
- Adherence to City design standards and guidelines for transportation facilities
- Accessibility (Compliance with City's Accessibility Standards and provincial guidelines)



### Natural Environment

- Maximizes opportunity for street tree planting in optimized urban condition that provides for the long term health of the trees
- Sustainability (example: reuse of stormwater)
- Climate Change



### Cycling and Walking

- Ability to introduce new cycling facilities
- Ability to improve pedestrian facilities



### Cultural Heritage & Built Heritage Resources

- Impacts on built heritage resources
- Impacts on cultural heritage landscapes



### Constructability & Utilities

- Transit, pedestrian, road, and bike mobility through the study and duration of disruption for each mode
- Number of construction stages and duration
- Number and scale of existing utilities affected
- Potential utility conflicts
- Effects on business during construction



### Costs

- Construction costs
- Life cycle costs
- Maintenance/operational costs for:
  - Roadway
  - Enhanced streetscape and canopy trees
  - Winter maintenance



### Planning: Vision and Identity

- Supports Yonge Street's role as a special public space
- Encourages vibrant, mixed-use development
- Effects on business (e.g., retail)
- Impacts to Private Property

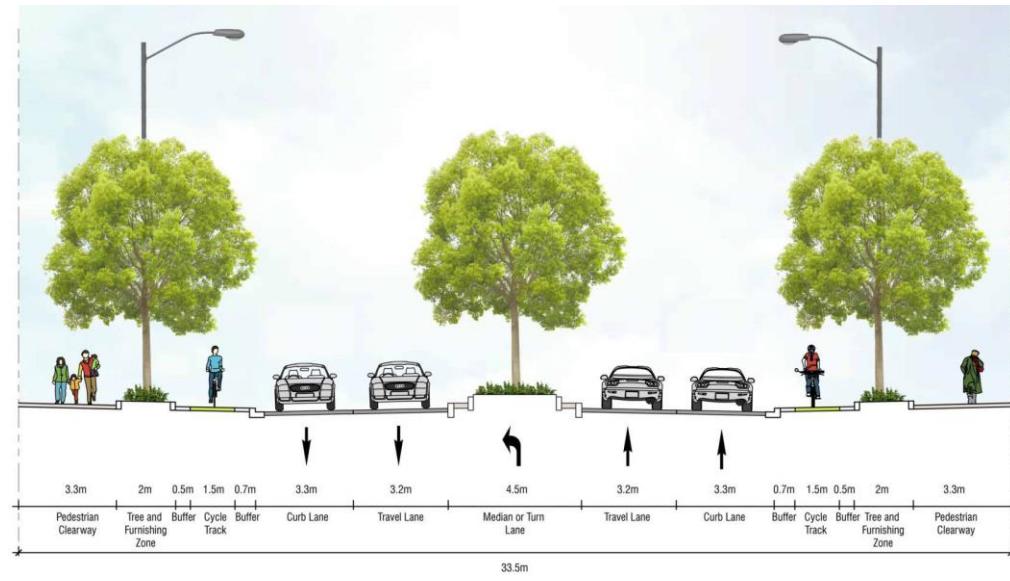


### Opportunities for Design Excellence

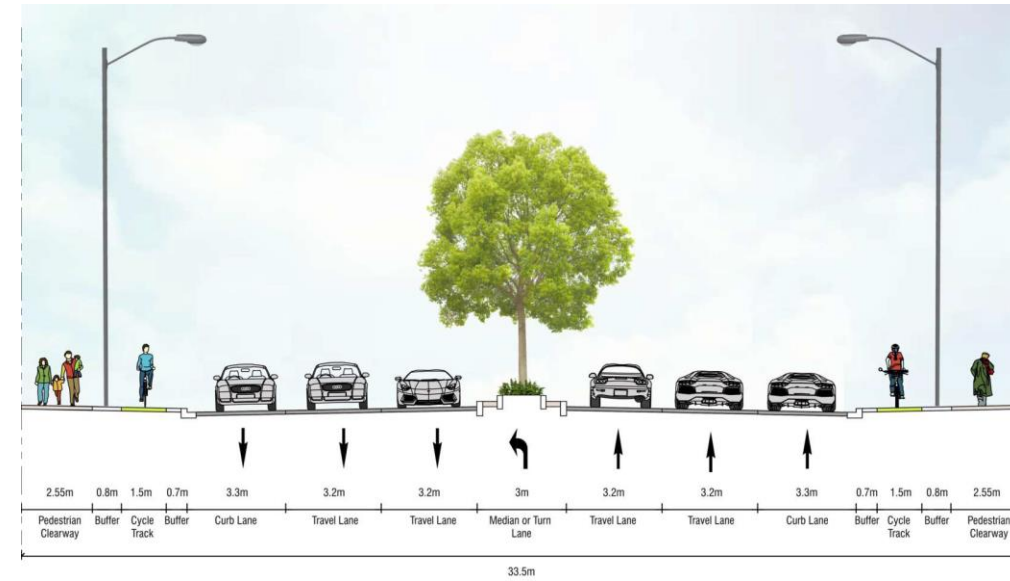
- Percentage of the right-of-way dedicated to public realm uses such as pedestrian facilities, public art, and street furniture
- Supports design excellence of infrastructure and streetscape. Enhances the attractiveness of urban environment and creates place-making opportunities
- Supports integration with public spaces
- Wind / Pedestrian comfort / Microclimate

Attachment 5 – Preliminary Preferred Design Options (Plan and Cross-Section)

North of Sheppard (Design Option 4B):



South of Sheppard (Design Option 4A):





Attachment 6 – Finch Hydro Corridor Multi-Use Trail Concept Plan

