yongeTOmorrow Environmental Study Report March 2021

Appendix H – yongeTOmorrow Short-list Evaluation

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City of Toronto



Yonge Street EA Appendix - Short List Evaluation

										SHORT LIST ALTERNATIVE 1		
				INDICATOR		QUALTIATIVE /	UNITS (FOR QUANTITATIVE					
OBJECTIVE	CRITERIA ID	CRITERIA	DESCRIPTION		INDICATOR	QUANTITATIVE	MEASURES) / LEVELS (FOR QUALITATIVE MEASURES)	DATA SOURCE	METRIC	COMMENTS	SCORE	SUMMARY
					Pedestrian clearway area along Yonge St between			Deserved Desire	Daytime: 9,478m ²	Lowest amount of pedestrian clearway space of the four alternatives and absence of pedestrian priority areas.		
				M1.1	College St and Queen St	Quantitative	square metres	Proposed Design	Nighttime: 9,478m ²	Nighttime is same across all alternatives.		
					Length of sidewalk with peak hour Pedestrian Comfort Level (PCL) along Yonge St between College				Comfortable: 1508m			
			Provides the opportunity	M1.2	St and Queen St in the following categories:	Quantitative	metres	DYBIA / City of Toronto	Acceptable: 246m At risk: 0m	Dundas St to Dundas Sq (both sides) and Dundas Sq to Shuter (west side) are "unacceptable".		
			pedestrian movement by		uncomfortable				Unacceptable: 334m			Limited extra space for pedestrian activity. Does
	M1	Pedestrian Movement	adding space for movement both along and		Length of sidewalk not adjacent to motorized traffic				Daytime: 0m		н	not address crowding and crossings at busiest
			across Yonge Street to	M1.3	along Yonge St between College St and Queen St: daytime, nighttime	Quantitative	metres	Proposed Design	Nighttime: Om	Sidewalks for entire length of Yonge St are adjacent to motorized traffic at all times.		locations in 2031.
			pedestrian volumes.									
					Degree of separation between pedestrians and	o	1	Deserved Desire	Levis diverses	Lowest amount of seperation between pedestrians and traffic. A buffer zone on both sides of the street (which may		
				111.4	St	Qualitative	High / medium / low degree	Proposed Design	Low degree	St and Elm St; between Dundas Sq and Queen St this is 2.7m wide.		
					I and of an flight between and attriant and an lists					Absence of dedicated bike lane, and presence of sidewalks along entire length of Yonge St limits the potential for		
			Browider a major porth	M2.1	along Yonge St between College St and Queen St.	Qualitative	Low / medium / high level	Proposed Design	Medium level	conflict between pedestrians and cyclists. Potential for conflict remains on blocks with crowding and busy intersections between Edward St and and Dundas Sq.		
			south connection through									Provides the least improvement for cyclists
	MZ	Cycling	experience for cyclists on									travelling on Yonge Street.
			Yonge Street.	M2.2	cyclists along Yonge St between College St and	Qualitative	Low / medium / high level	Proposed Design	High level	Absence of dedicated bike lanes along Yonge St presents potential for conflict between motorised vehicles and		
					Queen St					cyclists.		
				M3.1a	Change in surface transit average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: +4 / SB: +53			
				M3.1b	Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: -3 / SB: +12			
				M3.2a	Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: +8 / SB: +10			
			Supports efficient operation of bus and	M3.2h	Bay St: AM peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: +32 / SB: +18	Generally larger impacts to east-west streetcars, with smaller impacts to north-south bus routes. Impacts are		
			streetcar routes identified	M2 2-	Bay St: PM Peak Change in surface transit average journey time on		seconds	A	ED: 10 (14/D: 14	generally larger in the PM peak, particularly for the streetcar on Dundas St. Overall, this alternative has the least		Lowest impact on hurse and streets ar souter due
Mobility	M3	Transit	demand and allows	WI3.38	College/Carlton St: AM peak Change in surface transit average journey time on	Quantitative		Amisun	EB. +8 / WB14		÷.	to diverting drivers.
			to surface transit stops	s M3.3D	College/Carlton St: PM Peak	Quantitative	seconds	Aimsun	EB: +20 / WB: -2	NB: University Ave is in the meso portion of the model; other streets are in the micro (more detailed) portion of the model. Consequently, University Ave changes are not directly comparable with other streets.		
			and transfers.	M3.4a	Dundas St: AM peak	Quantitative	seconds	Aimsun	EB: -1 / WB: +4	-		
				M3.4b	Dundas St: PM Peak	Quantitative	seconds	Aimsun	EB: +107 / WB: +67	_		
				M3.5a	Queen St: AM peak	³ Quantitative seconds Aimsun		Aimsun	EB: -25 / WB: +28	3: +28		
				M3.5b	Change in surface transit average journey time on Queen St: PM Peak	Quantitative	seconds	Aimsun	EB:+7 / WB:-14			
1				M4.1a	Change in traffic average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: +7 / SB: +25			
1		1		M4.1b	Change in traffic average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun	NB: +5 / SB: +28			
				M4.2a	Change in traffic average journey time on Yonge St:	Quantitative	seconds	Aimsun	NB: +98 / SB: +137	1		
				M4.2b	Change in traffic average journey time on Yonge St:	Quantitative	seconds	Aimsun	NB: +262 / SB: +172			
				M4 3a	PM Peak Change in traffic average journey time on Bay St:	Quantitativo	rocondr	Aimsun	NR: +18 / SR: +34	Impacts mainly seen on north-south roads, with generally larger impacts in the PM peak. Substantial increase in		
				A44.25	AM peak Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimena	ND: (EC / SD: (34	travel time for open portions of Yonge St because of the lane reduction (to a single lane in each direction) and turning		
				IVI4.50	PM Peak Change in traffic average journey time on	Quantitative	seconds	Ainsun	NB: +56 / 58: +41	alternatives. Overall, this alternative has the least impact on traffic journey times.		
			Provides suitable vehicle	M4.4a	College/Carlton St: AM peak	Quantitative	seconds	Aimsun	EB: +6 / WB: -8	NB: University Ave is in the meso portion of the model; other streets are in the micro (more detailed) portion of the		
			access to support business	M4.4b	College/Cariton St: PM Peak	Quantitative	seconds	Aimsun	EB: -8 / WB: -13	model. Consequently, University Ave changes are not directly comparable with other streets.		Lower impact to road network performance with
	M4	Driving	servicing of the	M4.5a	Change in traffic average journey time on Dundas St: AM peak	Quantitative	seconds	Aimsun	EB: -8 / WB: +3		÷.	fewer mitigation measures required.
			neighbourhood.	M4.5b	Change in traffic average journey time on Dundas St: PM Peak	Quantitative	seconds	Aimsun	EB: -23 / WB: +26			
				M4.6a	Change in traffic average journey time on Queen St: AM peak	Quantitative	seconds	Aimsun	EB: +2 / WB: +19			
				M4.6b	Change in traffic average journey time on Queen St:	Quantitative	seconds	Aimsun	EB: +12 / WB: +5			
					Impact to accors to off streat parking on Vengo St							
				M4.7	between College St and Queen St: daytime and	Qualitative	Low / medium / high	Aimsun	Low	Access to all parking lots adjacent to Yonge St retained.		
					nighttime							
				M4.8	Change in total traffic	Quantitative	vehicle-kilometres	Aimsun	AM: -1.7%; PM:-1.1%	Minor reduction in total traffic, but with the smallest reduction compared to the other alternatives.		
					Change in average vehicle speed	Quantitative	km/hr	Aimsun	AM: -0.5km/hr;	Smallest reduction in travel speeds of the four alternatives		
				M4.9					PIVI0.4KI11/11			
				M4.9		-			PWI-0.4KIII/III			
			Provides the opportunity to significantly improve	M4.9					PINI-0.4KITI/TII			
	11	Pedestrian	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape	M4.9	Length of street dedicated to daytime pedestrianization on Yonge St between College St	Quantitative	Linear length (m) of daytime	Proposed Design	Total Length: 0m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing	1	In areas of highest pedestrian crowding, there
	11	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not	M4.9	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 0m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture.	ī	In areas of highest pedestrian crowding, there won't be enough space for street furniture.
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	L1 L2	Pedestrian Experience Events, Festival and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible cance and merations for	M4.9	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: Om	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture.	I	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks.
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Liveability	12	Pedestrian Experience Events, Festival and Parades Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading models impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	N4.9 L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: Om Total Length: Om Total Length: Om High Low risk	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane posts high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overright access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in exhibit a night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists.
Liveability	L1 L2 L3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism	Provides the apportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by roduing values for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a space streets and providing streets and extension.	N4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St to potential patios, store frontane-	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: Om Total Length: Om Total Length: Om High Low risk High ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists.
Liveability	L1 L2 L3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	M4.9 till till till till till till till til	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios.
Liveability	L1 L2 L3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	M4.9 t111 t2.1 t3.1 t3.2 t3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage rears: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture.
Liveability	L1 L2 L3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience and public reaterscape and public reaterscape and public reaterscape and public reaterscape improving the streets ability to provide flexible ability to provide flexible providing space for lighting, sight lines and emergency services.	M4.9 t 1.1.1 t 2.1 t 2.1 t 3.1 t 3.2 t 3.3 P 1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and Queen St for potential patios, store frontages and Street vendors	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizer risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios.
Liveability	L1	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost	Provides the opportunity to significantly improve the pedestrian experience and public real streetscape and public real models and impacting pedestrian movement. Supports Yonge Street's ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclist by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for providing space for public provide a pleasant experience to shop, dine and explore.	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St teeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and Queen St for potential patios, store frontages and Street vendors	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / high risk High / medium / low ease metres Low / medium / high high	Proposed Design	Total Length: 0m Total Length: 0m High Low risk High ease 0m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizer risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios.
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedietrian experience with a unified streetscape and public reading models impacting pediestrian movement. Supports Yonge Street's ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedietrians and cyclists and mode conflicts and by providing space for lighting, sight lies and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in i cost effective manner [note that this is considered from the Short	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards.	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 0m Total Length: 0m High Low risk High ease 0m Low	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, tasis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access [oblards stc.] and public realm improvement.
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading models impacting pedestrian movement. Supports Yonge Street's ability to provide flexible space and operations for new and existing events, space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vehicing and providing a street scape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in cost effective manner [note that this is considered from the Short List Selection onwards].	<pre>M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 </pre>	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St teeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St teeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards.	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 0m Total Length: 0m High Low risk High ease 0m Low	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane posts high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overrlight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in existing a negative stress for on-street economic activity. Some space is present along sidewalk frontage meras: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and experience to subp, dine and explore. Improves Yonge Street in a cost effective manner [note that thils is considered from the Short List Selection orwards].	<pre>M4.9 (1.1.1 (1.1.</pre>	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Relative cost of supply and installation for bollards. Relative cost of supply and installation for bollards.	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high Line / medium / high Line / medium / high	Proposed Design	Total Length: 0m Total Length: 0m High Low risk High ease 0m Low	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling loolated and lacking in activity at night. Access for onjet buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on street economic activity. Some space is present along sidewalk frontage areas: Gerrard S to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no role as cultural corridor by improving the streets biblity to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding sages for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for pation and wending and emergency services and explored and explore. Improves Yonge Street to cost effective manner (note that this is considered from the Short List Selection onwards).	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St reeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / high High / medium / low level	Proposed Design	Total Length: Om Total Length: Om Total Length: Om High Low risk High ease Om Low High level	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poors high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets biblity to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and emergency services and emergency services. Improves Yonge Street in a cost effective manner floate that this Short List Selection onwards]. Supports appropriate access and level of service	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St results of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St results at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / high	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained.	1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (boliards etc.) and public realm improvements. Coold areas through the delineation with the enough space for patios.
Liveability	L1 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in cost effective manner protection of the Short List Selection onwards]. Supports appropriate access and level of service for ride hailing, goods movement and municipal	M4.9 t t t t t t t t t t t t t t t t t t t	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Access to all laneways and servicing areas retained.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking.
Liveability	L1 L2 L2 P1 P2 P3	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significanty improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in cost effective manner protecting a streetscape which provides a pleasant experience to shop, dine and explore. Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support	M4.9 t 11.1 t 12.1 t 13.1 t 13.2 t 13.3 P 1.1 p P 1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and raffic. Potential for conflict with pedestrians remain on blocks with crowding and buy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage st has a 2.7m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained. Provides access for taxi and ride halling services for the entire length of Yonge St at all times.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (hollards etc.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking.
Liveability	L1 L2 L2 P1 P2 P3	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldble apace and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for which provides a pleasant experience to shop, dine and explore. Interfective manner inote that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	M4.9 till	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nightime: 873m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between podestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage press: Gerard S to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerard St has a 2.7m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained. Provides access for taxi and ride halling services for the entire length of Yonge St at all times. Presence of two traffic lanes provides opportunity to construct daytime laybos on both sides of the street along the	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride hailing, servicing and off street parking.
Liveability	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, space and operations for new and existing events, etclaing events, space and operations for new and existing events, etclaing events, space and operations for new and existing events, etclaing events, etclaing events, and mode conflicts and by providing space for providing space for providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street In cost effective manner inde that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride hailing goods movement an unixipal services to support business and tourism.	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St of supply and installation for bollards. Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage strains and marketing zone on each side, and Queen St to Gerard St has a 2.7m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained. Provides access for taxi and ride halling services for the entire length of Yonge St at all times. Provides access for taxi and ride halling services for the entire length of Yonge St at all times.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards ct.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking.
Liveability	L1	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience and public reading pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, space and operations for new and existing events, space and operations for new and existing events, reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for providing space for providing space for public speeds a pleasant experience to shop, dine and explore. Improves Yonge Street in cost effective manner inde that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride hailing goods movement anuncipal services to support business and tourism.	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St of supply and installation for bollards. Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime Length of Yonge St available for construction of laybys accessible during daytime	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres High / medium / low level metres metres	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m 873m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of separation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Energency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerard St to College St has a 2.7m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained. Provides access for taxi and ride halling services for the entire length of Yonge St at all times. Provides access for taxi and ride halling services for the entire length of Yonge St at all times. Provides access for taxi and ride halling services for the entire length of Yonge St at all times. <	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride hailing, servicing and off street parking.
Liveability	L1 L2 L3 P1 P2 P3 S1	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness Curbside Activity Natural	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading models in movement. Supports Yonge Street's ability to provide filesible space and operations for new and existing events, space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclist by providing space for up and existing events, space and operations for new and existing events, space and operations for providing space for educing vehicle speeds and mode conflicts and by providing space for els a priority retail street by adding space for considered form the Short List Selection onwards]. Supports appropriate ancess and leaved 5 services movement and municipal services to support business and tourism.	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St teeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St teeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime	Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres metres metres	Proposed Design	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nightime: 873m 873m 873m	Provides the least amount of space for public realm improvements. Gerrard 5t to College 5t has a 3.5m wide furnishing and marketing zone on each side, and Queen 5t to Gerrard 5t has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane posts high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward 5t and and Dundas 5q. Overright access for vehicles along full length of Yonge 5t minimizes risk of street feeling isolated and lacking in excitivity a night. Access for night buses, taxis and ride share vehicles overright provide travel options on Yonge 5t. Emergency vehicles are able to operate on all sections of Yonge 5t at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage reas for whice furnishing and marketing zone on each side, and Queen 5t to Gerrard 5t has a 2.5m wide furnishing and marketing zone on each side. Bollards are not required to manage timed or one-way access. Access to all laneways and servicing areas retained. Provides access for taxi and ride halling services for the entire length of Yonge 5t at all times. Prevides access for taxi and ride halling services for the entire length of Yonge 5t at all times. Provides the least amount of space for on-street economic activ	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree plantine.
Liveability Prosperity	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness Activity Natural Environment	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and experience to shop, dine and explore. Improves Yonge Street is cost effective manner (note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service business and tourism.	<pre>M4.9 A4.9 A</pre>	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride haling services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres metres metres metres	Proposed Design	Total Length: Om Total Length: Om Total Length: Om High Low risk High ease Om Low High level Daytime: 873m Nightime: 873m 873m 0m	Provides the least amount of space for public realm improvements. Gerrard 5t to College 5t has a 3.5m wide furnishing and marketing zone on each side, and Queen 5t to Gerrard 5t has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward 5t and and Dundas 5q. Overnight access for vehicles along full length of Yonge 5t minimizes risk of street feeling loolated and lacking in activity a tright. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge 5t. Emergency vehicles are able to operate on all sections of Yonge 5t at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard 5 to College 5t has a 3.5m wide furnishing and marketing zone on each side, and Queen 5t to Gerrard 5t has a 2.7m wide furnishing and marketing zone on each side. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard 5 to College 5t has a 3.5m wide furnishing and marketing zone on each side. Provides the least amount of space for one-way access. Access to all laneways and servicing areas retained. Provides are not required to manage timed or one-way access.	1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public reaim improvements. Good access throughout for deliveries, ride hailing, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree planting.
Liveability	L1 L2 L3 P1 P2 P3 S1	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Cost Effectiveness Curbside Activity Natural Environment	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail screet by adding space for patios and vending and emergency services. Improves Yonge Street in a cost effective anamer inde that this is considered from the Short List Selection onwards] Supports appropriate access and level of service sorvices as and tourism. Supports a healthier and more resilient streetscape by providing opportunities.	M4.9 L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P3.1 P3.2 P3.3 P3.3 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St result of conflict between College St and Queen St Resk of Yonge St between College St and Queen St result of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime Length of Yonge St available for construction of Izybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres metres metres	Proposed Design Proposed Desig	Total Length: Om Total Length: Om Total Length: Om High Low risk High ease Om Low High level Daytime: 873m Nightime: 873m 0m	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity a night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard St to Sciege St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Rovides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard St to a 3.5m wide furnishing and marketing zone on each side. Rovides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage area: Gerrard St to a 2.7m wide furnishing and marketing zone on each side. Rovides the least amount of space fo	1 1 1 ••	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree planting.
Liveability	L1 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Tourism Cost Effectiveness Cutbide Activity Natural Environment Fleability &	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and experience to shop, dine and explore. Intervent streetscape which provides a pleasamt experience to shop, dine and explore. Supports appropriate access and level of services movement and municipal services to support services to support services to support services to support pation and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	M4.9 (1.1.1 (1.2.1 (1.3.1 (1.3.1 (1.3.2 (1.3.3 (1.3.3 (1.3.2 (1.3.3) (1.3.3 (1.3.3) (1.3.3 (1.3.3)	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St result of the term of the term of the term pedestrianization on Yonge St between College St and Queen St Level of conflict between College St and Queen St result of the term of the term of the term pedestrianization on Yonge St between College St and Queen St of the term of the term of the term street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St of potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Qualitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres High / medium / low level High / medium / low ease	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m 0m Low ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity a night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerrard St to Sciege St has a 2.7m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Rovides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage areas: Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Rollards are not	1 1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (boliards etc.) and public realm improvements. Good access throughout for deliveries, ride halling, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree planting. Presence of driving lanes limits level of fleetablitu-
Liveability Prosperity Sustainability	L1 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2 L2	Pedestrian Experience Events, Festival and Parades Public Safety Retail & Cost Effectiveness Curbside Activity Natural Environment Finesbility &	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while no impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for pation and vending and emergency services. Improves Yonge Street in a cost effective enamer inport halling, goods to street space of the short List Selection onwards]. Supports a perform the Short List Selection onwards]. Supports a healthier and movement and municipal services to support business and tourism. Provides flexible and adaptable street design that can respond to changing demands and	M4.9 H111 L21 L31 L32 L33 P11 P31 P32 P33 S11 S21	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightlime Length of Yonge St accessible to taxis and ride halling services: daytime and nightlime Length of Yonge St accessible to ronstruction of laybys accessible during daytime Length of street with daytime pedestrianization that provides coportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significal investment in further construction.	Qualitative Quantitative Quantitative Quantitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres metres metres High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m 0m Low ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of seperation between profestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and busy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewaik frontage areas: Gerrard S to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Access to all laneways and servicing areas retained. Provides the least amount of space for on-street economic activity. Some space is present along sidewaik frontage areas: Gerrard S to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard S has a 2.7m wide furnishing and marketing zone on each side. Access to all laneways and servicing areas retained. Provides the least amount of space for the entire length of Yonge St at all times. Provides the least amount of space for tree planting opportunities. Gerard S thas a 3.5m wide furnishing and marketing zone on each side, and Queen S to College St has a 3.5m wide furnishing and marketing zone on each si	1 1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (bollards etc.) and public realm improvements. Good access throughout for deliveries, ride hailing, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree planting. Presence of driving lanes limits level of flexibility or regular & short term basis.
Liveability Prosperity Sustainability	L1 L2 L2 L3 P1 P2 P3 S1 S1	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity Natural Environment Finesubility &	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide feedble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding a streets cape lighting, sight lines and emergency services. Support's Yonge Street's role at a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in cost effective manner for the hailing goods movement and municipal services to support business and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	M4.9 H111 L2.1 L3.1 L3.2 L3.3 P1.1 P3.1 P3.1 P3.2 P3.3 P3.3 S1.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St rest Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St petween College St and Queen St rest Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Street with daytime pedestrianization that provides opportation in the future to reflect. changing pattern of use on Yonge St, without requiring significat investment in further construction. Ease of altering opyscal elements along Yonge St between College St and Queen St	Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres High / medium / low level High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nightlime: 873m 873m 0m Low ease Low ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Assence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of sporation between pedestrians and traffic. Potential for conflict with pedestrians remain on blocks with crowding and buy crossings between Edward St and and Dundas Sq. Overnight access for vehicles along full length of Yonge St at any time. Provides the least amount of space for on-street economic activity. Some space is present along sidewalk frontage arras: Sc or College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St to Gerarard St to Gerrard St to Gerrard St to Gerrard St to Ge	1 1 1 1 1	In areas of highest pedestrian crowding, there won't be enough space for street furniture. Road closures required for events on all blocks. Provides lowest level of protection for pedestrians and cyclists. In areas of highest pedestrian crowding there won't be enough space for patios. Lower costs associated with managing driving access (hollards etc.) and public realm improvements. Good access throughout for deliveries, ride hailing, servicing and off street parking. In areas of highest pedestrian crowding there will not be enough room for tree planting. Presence of driving lanes limits level of flexibility on regular & short term basis.
Liveability Prosperity Sustainability	L1 L2 L2 L3 P1 P2 P3 S1 S2	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity Natural Environment Innovation	Provides the opportunity to significantly improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldle space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding sages for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Support's Yonge Street in cost effective manner providing a streetscape which provides a pleasant experience to shop, dine and explore. Supports a healthier and municipal services to support business and tourism. Supports a healthier and more resilient streetscape by providing coportunities for tree planting. Provides fielde and adaptable street design that can respond to changing demands and needs.	M4.9 H111 L21 L21 L31 L32 L33 P1.1 P3.1 P3.1 P3.2 P3.3 P3.3 P3.3 S1.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significat investments in further construction. Ease of altering physical elements along Yonge St between College St and Queen St on regular and short term basis	Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres High / medium / low level High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m 0m Low ease Low ease Low ease	Provides the least amount of space for public realm improvements. Gerrard St to College St has a 3.5m wide furnishing and marketing zone on each side, and Queen St to Gerrard St has a 2.7m wide furnishing and marketing zone on each side. Therefore limited amount of space for street furniture. As the road will generally remain open at all times, events using the road will require road closures and diversions to be implemented. Absence of dedicated bike lane poses high conflict potential between vehicles and cyclists. Provides the lowest degree of sperarion between potentias and traffic. Potential for conflict with pedestrians remain on blocks with crowding and buoy crossings between Edward St and and Dundas Sq. Overright access for vehicles along full length of Yonge St at any time. Provides the least amount of space for on-street economic activity. 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Liveability Prosperity Sustainability	L1 L2 L2 L3 P1 P2 P3 S1 S2 S3	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity Natural Environment Flexibility & innovation Health &	Provides the opportunity to significantly improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldle space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in cost effective enamer providing a streetscape which provides a pleasant experience to shop, dine and explore. Supports a pleasing events is considered from the Short List Selection onwards]. Supports a healthier and mover ential networks on support business and tourism. Supports a healther and adaptable street design that can respond to changing demands and needs.	M4.9 H111 L21 L31 L32 L33 P1.1 P3.1 P3.1 P3.2 P3.3 P3.3 P3.3 S1.1 S2.2 S3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Relative College St and Queen St Relative Coll of supply and installation for bollards. 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Ease of altering physical elements along Yonge St between College St and Queen St Relative St St end Queen St Relative College St and Queen St Relative College St and Queen St Relative St end Queen St Relative College St and Queen St on regular and short term basis	Qualitative Particular Part	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres metres High / medium / low ease High / medium / low level	Proposed Design Proposed Desig	Total Length: 0m Total Length: 0m Total Length: 0m High Low risk High ease 0m Low High level Daytime: 873m Nighttime: 873m 0m Low ease Low ease Low ease Low ease	Provides the least amount of space for public realm improvements. 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Liveability Prosperity Sustainability	L1 L2 L2 L3 P1 P2 P3 S1 S2 S3	Pedestrian Experience Events, Festival and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity Pasith & Natural Flexibility & Innovation	Provides the opportunity to significantly improve the padestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fieldle space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by rowiding space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. 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MA3 MA3 MA3 MA3 MA3 MA3 MA3 MA3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access and yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St accessible to taxis and ride halling services St and Queen St Ease of altering operation in the future to reflect chaping pattern of use on Yonge St, without requiring significat investments in further construction. 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					SHORT LIST EVALUATION					SHORT LIST ALTERNATIVE 2					
OBJECTIVE		CRITERIA	DESCRIPTION	INDICATOR		QUALTIATIVE /	UNITS (FOR QUANTITATIVE		METRIC	COMMENTS	SCORE	SUMMARY			
				ID		QUANTITATIVE	QUALITATIVE MEASURES)								
				M1.1	Pedestrian clearway area along Yonge St between College St and Queen St	Quantitative	square metres	Proposed Design	Daytime: 11,128m ² Nighttime: 9,478m ²	During the daytime, 11,128m ² of pedestrian clearway along Yonge St which includes 3,650m ² of space from daytime pedestrianisation between Elm St and Dundas Sq. Nighttime is same across all alternatives.					
			Provides the opportunity	M1.2	Length of sidewalk with peak hour Pedestrian Comfort Level (PCL) along Yonge St between College St and Queen St in the following categories:	Quantitative	metres	DYBIA / City of Toronto	Comfortable: 1754m Acceptable: 0m At risk: 72m	Dundas St to Dundas Sq (both sides) and Dundas Sq to Shuter (west side) are "unacceptable". (West side of Dundas St to Dundas Sq improves to "at risk" when considered in combination with east side.)					
		Redectrian	to significantly improve pedestrian movement by		comfortable; acceptable; at risk; unacceptable / uncomfortable				Unacceptable: 262m			Addresses crowding and scorsings at buriest			
	M1	Movement	accommodate rowing	M1.3	Length of sidewalk not adjacent to motorized traffic along Yonge St between College St and Queen St: daytime, nighttime	Quantitative	metres	Proposed Design	Daytime: 374m Nighttime: 1746m	Sidewalks between College St and Elm St, and between Dundas Sq and Queen St, are adjacent to motorized traffic during the day. At night sidewalks along the entire length of Yonge St are adjacent to motorized traffic.	1	locations in 2031.			
			pedestrian volumes.	M1.4	Degree of separation between pedestrians and traffic along Yonge St between College St and Queen St	Qualitative	High / medium / low degree	Proposed Design	Medium degree	Presence of pedestrianized areas between EIm St and Dundas Sq provides a high level of separation from traffic. Outside pedestrianized areas, a buffer zone on both sides of the street (which may be occupied by street amenities, patios, greening and/or loading bays) provides 3.5 m of separation between College St and Gerrard St, between Gerrard St and EIm St, and between Dundas Sq and Queen St this 1.2 m wide.					
			Provides a major north-	M2.1	Level of conflict between pedestrians and cyclists along Yonge St between College St and Queen St.	Qualitative	Low / medium / high level	Proposed Design	Medium level	Cyclists may cycle through the pedestrianized area between between Elm St and Dundas Sq which may lead to potential conflict with pedestrians. Absence of dedicated bike lanes and the presence of sidewalks outside the pedestrianized area limits the potential for conflict between pedestrians and cyclists.					
	M2	Cycling	south connection through downtown and improved experience for cyclists on Yonge Street.	M2.2	Level of conflict between motorised vehicles and cyclists along Yonge St between College St and Queen St	Qualitative	Low / medium / high level	Proposed Design	Medium level	Absence of dedicated bike lanes between College St and Elm St, and between Dundas Sq and Queen St, presents potential for conflict between motorised vehicles and cyclicts within these blocks. Level of conflict is lowered between Gerrard St to Elm St and Dundas Sq to Shuter St due to restricted one-way traffic movement during the daytime. Improvement to cycling on Yonge St, due to daytime pedestrianized blocks between Elm St and Dundas Sq. Level of conflict in these blocks increases at nighttime when the night bus is in operation.	I	Provides some added comfort for cyclists travelling on Yonge Street in pedestrian priority areas and one way sections.			
				M3.1a	Change in surface transit average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: -1 / SB: +74						
				M3.1b	Change in surface transit average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun	NB: -3 / SB: +17						
			Supports efficient	M3.2a	Change in surface transit average journey time on Bay St: AM peak	Quantitative	seconds	Aimsun	NB: +16 / SB: +43						
			operation of bus and streetcar routes identified	M3.2b	Change in surface transit average journey time on Bay St: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: +56 / SB: +14	Streetcars face moderate increases in travel time, as do buses on Bay St.					
Mobility	М3	Transit	by TTC to meet ridership demand and allows	M3.3a	College/Carlton St: AM peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: +26 / WB: +0	NB: University Ave used the meso-scale model; other streets used the micro-scale model. Consequently,	1	Some mitigation measures required to manage impacts on buses and streetcars.			
			to surface transit stops and transfers	M3.4a	College/Carlton St: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: +34 / WB: +2	University Ave changes are not directly comparable with other streets.					
				M3.4b	Dundas St: AM peak Change in surface transit average journey time on Dundas St: RM Peak	Quantitative	seconds	Aimsun	EB: +124 / WB: +13						
				M3.5a	Change in surface transit average journey time on Oueen St: AM peak	Quantitative	seconds	Aimsun	EB: -2 / WB: +56	-					
				M3.5b	Change in surface transit average journey time on Queen St: PM Peak	Quantitative	seconds	Aimsun	EB: +19 / WB: -15						
				M4.1a	Change in traffic average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: +32 / SB: +34						
				M4.1b	Change in traffic average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun	NB:+7 / SB:+61	-					
				M4.2a	Change in traffic average journey time on Yonge St: AM peak Change in traffic average journey time on Yonge St:	Quantitative	seconds	Aimsun	NB: -278 / SB: -300	-					
				M4.2b	PM Peak Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: -295 / SB: -303						
				M4.3b	AM peak Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: +169 / SB: +24	Substantial increases in travel times for Church St southbound . Moderate negative effects on travel times on Queen St. Overall. this Alternative has modest negative effects on journey times.					
				M4.4a	PM Peak Change in traffic average journey time on	Quantitative	seconds	Aimsun	EB: -3 / WB: -7	NB: University Ave used the meso-scale model; other streets used the micro-scale model. Consequently,					
		Driving	Provides suitable vehicle access to support busines: operation, tourism and servicing of the	Provides suitable vehicle access to support business	Provides suitable vehicle access to support business	Provides suitable vehicle access to support business	M4.4b	College/Carlton St: AM peak Change in traffic average journey time on College/Carlton St: PM Peak	Quantitative	seconds	Aimsun	EB: -10 / WB: -11	University Ave changes are not directly comparable with other streets.		
	M4			M4.5a	Change in traffic average journey time on Dundas St: AM peak	Quantitative	seconds	Aimsun	EB: -51 / WB: -25		1	Higher impact to road network performance requiring some mitigation measures.			
			neighbourhood.	M4.5b	Change in traffic average journey time on Dundas St: PM Peak	Quantitative	seconds	Aimsun	EB: -45 / WB: +19						
				M4.6a	Change in traffic average journey time on Queen St: AM peak	Quantitative	seconds	Aimsun	EB: +39 / WB: +36						
				M4.6b	Change in traffic average journey time on Queen St: PM Peak	Quantitative	seconds	Aimsun	EB: +26 / WB: +23						
				M4.7	Impact to access to off-street parking on Yonge St between College St and Queen St: daytime and nighttime	Qualitative	Low / medium / high	Aimsun	Medium impact	Access to large and agacement to Yonge S2 retained, atmouge access Youtes may become more innirect. Access to the facton Center Yonge Parkade retained wis Shuter S1. Access to Dundas S0 parking garage maintained via Victoria S1 and Yonge S1 northbound, while the existing entry route from Yonge S1 southbound will become unavailable.					
				M4.8	Change in total traffic	Quantitative	vehicle-kilometres	Aimsun	AM: -0.9%; PM:-4.7%	Modest decrease in AM traffic and a signifcant decrease in PM traffic, likely caused by congestion levels within the model.					
				M4.9	Change in average vehicle speed	Quantitative	km/hr	Aimsun	AM: -0.7km/hr; PM:-0.6km/hr	Modest decrease in average traffic speeds, likely caused by congestion levels within the model.					
	11	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement.	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 250m	Provides some space for public realm improvements. Pedestrianized blocks between Elm St and Dundas Sq provide 250m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Gerrard St and Elm St, and between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture.			
Liveability	12	Events, Festivals and Parades	Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades.	L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 250m	Between College St and Elm St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore event using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Elm St and Dundas Sq would only require road closures and diversion if they take place during the nighttime.	•	Supports events associated with Yonge- Dundas Square.			
	13	Public Safety	Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by	L3.1	Level of conflict between modes along Yonge St between College St and Queen St	Qualitative	Low / medium / high	Proposed Design	Medium	Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Eim St and Dundas Sq provides high degree of seperation between pedestrianized blocks between Eim St and Dundas Sq provides high degree of seperation between pedestrianian and traffic. Potential for conflict with pedestrianis remain on blocks with crowding and busy crossings outside of pedestrianized area. Fever conflict points at intersections (including between vehicles and pedestrianis) during the daytime, between Queen St and Gerrard St due to pedestrianization and one- way restrictions. Reduced number of lanes and minimal ane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation.	1	Pedestrian priority zones protect active modes on only the busiest sections of Yonge			
			lighting, sight lines and emergency services.	L3.2	Risk of Yonge St between College St and Queen St feeling unsafe at night	Qualitative	Low / medium / high risk	Proposed Design	Low risk	Overnight timed access for vehicles along full length of Yonge St minimizes risk of street feeling isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel patinns for those on Yonge St		Judet.			
				13.3	Ease of emergency service vehicle access to the	Qualitativo	High / medium / low op	Proposed Decian	Medium easo	Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to hollardk used to manage temporal / one way whicle section to the St and St at a st					
					street	JoonadVe				Edward St, Dundas St, Dundas Sq. Shuter St and Queen St intersections.					
	P1	Retail & Tourism	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore.	P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors	Quantitative	metres	Proposed Design	250m	Provides some space for on-street economic activity. Presence of pedestrianized area between Elm St and Dundas Sq provides additional space for on-street economic activity, maximising how this space and the central boulevard can be used. More limited space available along remainder of Yonge St within 2.7m wide (between College St and College St) and 3.5m wide (between Gerrard St and Elm St / Dundas Sq and Queen St) furnishing and marketing zone.	•	Space for permanent and temporary patios/vending in the busiest sections.			
Prosperity	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards].	P2.1	Relative cost of supply and installation for bollards.	Qualitative	Low / medium / high	Proposed Design	Medium	Bollards are required at 7 intersections to manage timed or one-way access. In addition to the construction cost for these bollards, there will be ongoing management and maintenance costs.	•	Higher costs associated with managing driving access (bollards etc.) and public realm improvements.			
			Supports appropriate	P3.1	Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative	High / medium / low level	Proposed Design	Medium level	Access to all laneways and servicing areas retained, although access may become indirect during the daytime due to restrictions on Yonge St between Dundas Sq and Edward St. Access is retained for the entire length of the street at nighttime between 12:00AM and 7:00AM.					
	P3	Curbside Activity	access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	P3.2	Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime	Quantitative	metres	Proposed Design	Daytime: 686m Nighttime: 873m	Provides access for taxi and ride hailing services between College St and Elm St, and between Dundas Sq and Queen St in the daytime; and for the entire length of Yonge St at nighttime.	•	Timed driving access restrictions limited to Dundas Square to Elm Street.			
				P3.3	Length of Yonge St available for construction of	Quantitative	metres	Proposed Design	686m	Opportunity to construct daytime laybys from College St to Elm St, and from Dundas Sq to Queen St.					
	51	Natural	Supports a healthier and more resilient streetscape	51.1	laybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St	Quantitative	metres	Proposed Design	250m	Provides some space for tree planting opportunities. Presence of pedestrianized area between Elm St and Dundas Sq provides additional space for street furniture and patios, thereby increasing potential space available for tree planting. This supplements the furnishing and marketing zone of 3.5m vide on each side		In most blocks there will be opportunities for			
		2 non onment	for tree planting. Provides flexible and	61 ·	between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without	Qualitation	High / modilizer / Leve	Proposed Device	18-k	between Gerrard St and College St, and 2.7m wide between Gerrard St and Elm St, and between Dundas Sq and Queen St.		u ce planting.			
Sustainability	S2	Flexibility & Innovation	adaptable street design that can respond to changing demands and	32.1	requiring significant investment in further construction. Ease of altering physical elements along Yonge St	Quantative	gn / meulum / IOW ease	. roposeu pesigii	nigri ease	As through trains are easy resurced on Young 51, une ease of altering operations in the future is increased.	+	Good flexibility in the vicinity of Yonge- Dundas Square.			
			needs.	S2.2	between College St and Queen St on regular and short term basis	Qualitative	High / medium / low ease	Proposed Design	High ease	IN UR UUGN TRATIC already restricted on Yonge St, the ease of extending temporal restrictions to further blocks and/or amending the timing of temporal restrictions is increased.					
	53	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	53.1	Length of street dedicated to supporting active modes of transportation (walking & cycling) along Yonge St between College St and Queen St	Qualitative	High / medium / low level	Proposed Design	High level	Wider gedestrian clearway and more attractive streetscape may encourage more people to use active forms of transportation on Yonge St. In addition, pedestrianized blocks between Elm St and Dundas Sq will provide a significantly more attractive pedestrian environment. Pedestrianized blocks between Elm St and Dundas Sq may also encourage cycling at low speeds in a shared space with pedestrians. Reduction in driving lanes and reduced speeds will create a more attractive environment for cycling in a shared space with traffic.	•	Good support for active modes in busiest pedestrian areas.			

						SHORTESTEVALOAHON					SHORT LIST ALTERNATIVE 3		
OBJECTIV	E CRITE		RITERIA	DESCRIPTION	INDICATOR	INDICATOR	QUALTIATIVE /	UNITS (FOR QUANTITATIVE MEASURES) / LEVELS (FOR	DATA SOURCE	METRIC	COMMENTS	SCORE	SUMMARY
	_				ID		QUANTITATIVE	QUALITATIVE MEASURES)					
					M1.1	Pedestrian clearway area along Yonge St between College St and Queen St	Quantitative	square metres	Proposed Design	Daytime: 14,134m ² Nighttime: 9.478m ²	During the daytime, 14,134m ² of pedestrian clearway along Yonge St which includes 9,271m ² of space from daytime pedestrianisation between Gerrard St and Queen St. Niehttime is same across all alternatives.		
						Length of sidewalk with peak hour Pedestrian				Comfortable: 1944m			
				Provides the opportunity	M1.2	Comfort Level (PCL) along Yonge St between College St and Queen St in the following categories:	e Quantitative	metres	DYBIA / City of Toronto	Acceptable: 0m	West side of the street between Dundas Sq to Dundas St is "unacceptable". This improves to "at risk" when		
				to significantly improve pedestrian movement by		comfortable; acceptable; at risk; unacceptable / uncomfortable				Unacceptable: 72m	considered in commutant with the cust side.		
	M1	P	edestrian Aovement	adding space for movement both along and		Length of sidewalk not adjacent to motorized traffic	:			Davtime: 1278m	Sidewalks between College St and Gerrard St. are adiacent to motorized traffic during the day. At night sidewalks	++	Best addresses crowding and crossings in 2031 throughout focus area.
				across Yonge Street to	M1.3	along Yonge St between College St and Queen St: daytime, nighttime	Quantitative	metres	Proposed Design	Nighttime: 1746m	along the entire length of Yonge St are adjacent to motorized traffic.		
				pedestrian volumes.									
					M1.4	Degree of separation between pedestrians and traffic along Yonge St between College St and Queer	Qualitative	High / medium / low degree	Proposed Design	High degree	between pedestrianized areas between Gerrard st and Queen st provides the maximum level of seperation between pedestrians and traffic. Outside pedestrianized areas, a buffer zone on both sides of the street (which may		
						St		3,,			be occupied by street amenities, patios, greening and/or loading bays) provides 3.5m of seperation between College St and Gerrard St.		
					M2.1	Level of conflict between pedestrians and cyclists	Qualitative	Low / medium / high level	Proposed Design	High level	Cyclists may cycle through the pedestrianized area between between Gerrard St and Queen St which may lead to potential conflict with pedestrians. Absence of dedicated bike lanes and the presence of sidewalks outside the		
				Provides a major north-		along Yonge St between College St and Queen St.					pedestrianized area limits the potential for conflict between pedestrians and cyclists.		Den idee the most comfact for a plice
	M2	c	ycling	downtown and improved								+	travelling on Yonge Street within pedestrian
				Yonge Street.	42.2	Level of conflict between motorised vehicles and	Qualitativa	laur (madium (hish laur)	Designed Design	Law lavel	Absence of dedicated bike lanes between College St and Gerrard St presents potential for conflict between motorised vehicles and cyclists within these blocks. Improvement to cycling on Yonge St, due to daytime pedestrianized blocks		priority areas.
					1112.2	Queen St	Quantative	Low / mediani / mgi never	Proposed Design	LOW IEVEI	between Gerrard St and Queen St. Level of conflict in these blocks increases at nighttime when the night bus is in operation.		
					M3.1a	Change in surface transit average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: +0 / SB: +62			
					M3.1b	Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: -3 / SB: +4			
					M3.2a	University Ave: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: +28 / SB: +79			
				Supports efficient operation of bus and	M3.2b	Bay St: AM peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	NB: +80 / SB: +38	Significant negative effects on routes 501/502 eastbound in PM period, caused by general network congestion in the		
				streetcar routes identified by TTC to meet ridership	M3.3a	Bay St: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: +76 / WB: +44	model. Other streetcars face moderate increases in travel time. Bay St bus routes (6A/6B) are most negatively affected by this alternative, because of general congestion.		Some mitigation measures required to
Mobility	IVIS		ransit	demand and allows streetscape improvements	M3.3b	College/Carlton St: AM peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: +46 / WB: +2	NB: University Ave used the meso-scale model: other streets used the micro-scale model. Consequently. University	1	manage impacts on buses and streetcars.
				to surface transit stops	M3.4a	College/Carlton St: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: -6 / WB: +18	Ave changes are not directly comparable with other streets.		
					M3.4b	Dundas St: AM peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	EB: +157 / WB: +74	4		
					M3.5a	Dundas St: PM Peak Change in surface transit average journey time on	Quantitative	seconds	Aimsun	FB: +13 / WB: +48	4		
					M3.5b	Queen St: AM peak Change in surface transit average journey time on	Quantitativo	rocondr	Aimsun	EB: +53 / WB: +16	-		
					M4.1a	Queen St: PM Peak Change in traffic average journey time on University	Quantitativo	rocondr	Aimcun	NB: +22 / SB: +54			
					M4.1b	Ave: AM peak Change in traffic average journey time on University	Quantitative	records	Aimsun	NB: +13 / SB: +70	-		
					M4.10	Ave: PM Peak Change in traffic average journey time on Yonge St:	Quantitative	seconds	Aimsun	NB: 278 / SB: 200	-		
					144.28	AM peak Change in traffic average journey time on Yonge St:	Quantitative		Ainsun	NB2/6/ 38300	-		
					M4.2D	PM Peak Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: -295 / SB: -303	Performs significantly warso at the network level when compared to the other entires. This indicates significant		
					M4.3a	AM peak Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: +/6 / SB: +/6	consistion and gridlock in the model due to the full Yonge St closure. Substantial increases in travel times for Church		
					M4.3b	PM Peak Change in traffic average journey time on	Quantitative	seconds	Aimsun	NB: +252 / SB: +28	St southbound. Moderate negative effects on travel times on Queen St. Overall, this alternative has the most negative effects on journey times.		
				Provides suitable vehicle	M4.4a	College/Carlton St: AM peak	Quantitative	seconds	Aimsun	EB: +13 / WB: +20	NB: University Ave used the meso-scale model; other streets used the micro-scale model. Consequently, University		
	M4		riving	access to support business	M4.4b	College/Carlton St: PM Peak	Quantitative	seconds	Aimsun	EB: +21 / WB: -4	Ave changes are not directly comparable with other streets.		Higher impact to road network performance
				servicing of the	M4.5a	St: AM peak	Quantitative	seconds	Aimsun	EB: -47 / WB: -6	-		requiring some mitigation measures.
				neighbournood.	M4.5b	St: PM Peak	Quantitative	seconds	Aimsun	EB: -19 / WB: +99	-		
					M4.6a	AM peak	Quantitative	seconds	Aimsun	EB: +32 / WB: -35	-		
					M4.6b	PM Peak	Quantitative	seconds	Aimsun	EB: +46 / WB: +52			
						Impact to access to off-street parking on Yonge St	Qualitativa	lau (madium (hiab	A	High impact	Access to all parking lots adjacent to Yonge St retained, although access routes may become more indirect. Access to		
					1414.7	nighttime	Quantative	Low / mediani / mgn	Amsun	ingit input:	St, and the existing entry route from Yonge St will become unavailable.		
					M4.8	Change in total traffic	Quantitative	vehicle-kilometres	Aimsun	AM: -4.0%; PM:-11.8%	Highest decrease in traffic volumes of the alternatives, with a major decrease in PM traffic levels in particular. Likely		
					M4.9	Change in average vehicle speed	Quantitative	km/hr	Aimsun	AM: -1.2km/hr;	Largest decrease in travel time, indicating congestion from full closure of Yonge St		
-										PM:-1.1km/hr			
				Provides the opportunity to significantly improve									
	11	Pi	edestrian	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St	Quantitative	Linear length (m) of daytime	Proposed Design	Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing	++	Significant space for permanent and temporary furnishings to improve the
	Ц	Pi E:	edestrian xperience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience.
	L1	Pi Es	edestrian xperience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement.	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience.
	11	Pi E	edestrian xperience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement.	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	**	Significant space for permanent and temporary furnishings to improve the pedestrian experience.
	L1	Pi E:	edestrian ixperience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road	**	Significant space for permanent and temporary furnishings to improve the pedestrian experience.
	11	P, E:	vedestrian xperience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St	Quantitative	Linear length (m) of daytime pedestrianization	Proposed Design Proposed Design	Total Length: 750m Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be take place during the rightime. Layout caters	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience.
	L1 L2	P, E: E: ai	redestrian xxperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events,	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 750m Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be take place during the nightime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic and most of Yonge St aiready Bedestrianized during daytime.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P E: Ei ai	redestrian ixperience vents, Festivals ind Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades.	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 750m Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard for events and on-street programming. Road closures for events will be less difficult as no through traffic and most of Yonge St aready pedestrianized during daytime.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P E: E: ai	ledestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades.	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 750m Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in thes blocks will require road closures and diversions to be implemented. Events using the road between Gerrard st and Queen St would only require road closures and diversion to be take place during the mightime. Layout craters for events and on-street programming. Road dosures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P, E: E:	Yedestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growing feusible space and operations for new and existing events, festivals and parades.	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 750m Total Length: 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard st and Queen St would only require road closures and diversion to be take place during the nightime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime.	**	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
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Liveability	12	P, E: ai	edestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growing densible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks when tourism is high.
Liveability	L2 L3	P, E: ai ai	vedestrian xperience vents, Festivals nd Parades ublic Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cope and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growing densible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by enducing while speeds and mode conflicts and by movidine stars for	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	PI EI ai PI	redestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cope and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growted feublie space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cycleisets by and unde conflicts and by providing subt lines and supports for the safety of lighting, sight lines and	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P, E: E: ai	redestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cope and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growthe flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cycleists by and mode conflicts and by moviding space for lighting, sight lines and emergency services.	12.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night	Quantitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P, E: E: a) Pi	redestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cope and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to growthe flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclistes by and mode conflicts and by moviding space for lighting, sight lines and emergency services.	L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	L2 L3	P E ar	redestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by providing space for providing space for lexing ventices.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Bisk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to the implemented. Events using the road between Gerrard St and Queen St would only require road diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road diversions to revents and no steeter programming. Road closures for events and on-steeter programming. Road closures for events and on steeter programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of seperation between pedestrianian and traffic. Fever Conflicts, Detra Intersections (Including between vehicles and pedestrian) during the daytime, between Queen St and Gerrard St due to pedestrianization. Reduced number of fanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nightlime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bollaries tused to manage temporal / one-way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas St, Bundas St, Bundas St, Bunda	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	P E a a	vedestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by providing space for lighting, sight speed and mode conflicts and by providing space for lighting, sight speed solutions and speed solutions and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road dosures for events and on-street programming. Road dosures for events and not intersections (including Event even belieks and excluding and the strand street for events and on-street programmic, Road dosures for events and not intersections (including Event even belieks and excluding and the street for events and not stard out the pedestrianization. Reduced number of fanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nightlime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas Sd, Dundas Sd, Shuter St and Queen St intersections.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high.
Liveability	12	ρ Ε a a β	redestrian xperience vents, Festivals nd Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by providing space for lighting, sight speed and mode conflicts and by providing space for lighting, sight speed so a priority retail street by adding space for lighting, sight speed for pairs and vendes priority retail street by adding space for pairs and vending and	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St	Quantitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road dosures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road dosures for events and on-street programming. Road dosures for events and on-street programming. Road dosures for events and on-street programming. Road dosures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of seperation between Deers and Straffic. Fewer St and Gereard St due to pedestrianization. Reduced number of fanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolarks used to manage temporal / one-way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas St, Dundas St, Shuter St and Queen St moters.	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone.
Liveability	12	P E a a R R T T	vedestrian xperience vents, Festivals nd Parades vublic Safety vublic Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for providing space is energies a priority retail street by adding space for patios and vending and providing a streets.cape which provides pleasant	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendros	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Unear length (m) of daytime pedestrianizaton Low / medium / high dow / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures for events and on-street programming. Road docures for events and new models and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of seperation between pedestrians and traffic. Fewer St and Gererard St due to pedestrianized and rule and maching a might time when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St and minimal lane widths encourage lower vehicle speeds, reducing sueer to operate on all sections of Yonge St. Emergency vehicles and pedestrianized and lacking in activity at right. Access for ushices along full length of Yonge St at any time. However, there may be impedence due to bolaries used to manage temporal / one-way vehicle access at the Gerrard St. Em St, Edward St, Dundas St, Dundas St, Dunda	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patiox/vending in blocks associated with tetratianment.
Liveability	L1 L2 L3	ρ Ε a a R R Ti	vedestrian xperience vents, Festivals nd Parades vublic Safety vublic Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Unear length (m) of daytime pedestrianizaton Low / medium / high dow / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures for events and on-street programming. Road docures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of seperation between Deers and Straffic. Fewer and street rograming the theorem Step Corporation, between Queen St and Guerard St due to pedestrianization. Reduced number of fanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas St, Dundas St, Shuter St and Queen St intersections. Provides the most space for on-street economic activity. Pedestrianized area between Gerrard St an	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary pation/vending in blocks associated with entertainment.
Liveability	L1 L2 L3	P E a a R R T T	vedestrian xperience vents, Festivals ind Parades vublic Safety tublic Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by exolucing vehicle speeds and mode conflicts and by providing space for lighting, sight speed for lighting, sight speed for eleas a priority retail street by adding space for patios and vending and providing a streets.cape which provides pleasant experience to shop, dine and explore.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St college St and Queen St feeling unsafe at night	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Unear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road time these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to the implemented. Events using the road between Gerrard St and Queen St would only require road docures and diversion they take place during the righttime. Layout clares for events and on-street programming. Road docures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St groudes high degree of seperation between pedestrians and traffic. Fewer and Gerrard St due to pedestrianization. Reduced rumber of fanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict Increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolatics web to mage the road of and rackers and web to nange the road of and rackers and web to regrest at the Gerrard St, Elm St, Edward St, Dundas St, Dundas St, Shuter St and Queen St intersections. Provides the most space for on-street economic activity. Pedestrianized area between Gerrard St and Queen St gives the most space on on-street recommic activity. Pedestrianized area between Gerrard St and Queen	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary pation/vending in blocks associated with entertainment.
Liveability	L1 L2 L3	P E a a B R T T C C	redestrian xperience vents, Festivals ind Parades tublic Safety tetail & ourism	Provides the opportunity to significantly improve the pedestrian experience and public realm while not impacting pedestrian movement. Supports Vonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speed and mode conflicts and by providing space for lighting, sight for lighting, sight for elsa sa priority retail street by adding space for patios and vending and providing a streetscape which provides plesant experience to shop, dine and explore.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provides 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road time these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to the implemented. Events using the road between Gerrard St and Queen St would only require road closures for events and on street programming. Road closures for events and on-street programming. Road closures for events and on-street programming. Road closures for events and on street programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of spepration between pedestrians and traffic. Fewer Steed Street real the courses for conflicts and pedestrianis and intersections (including between vehicles and pedestrian) during the daytime, between Queen St and Gueen St provides the developed straines and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overright timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolarist web to aperate encouncic activity. Pedestrianized area between Gerrard St, Emargancy Vehicles are able to operate on all sections of Yonge St within 2.7m wide furnishing	••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patiof/vending in blocks associated with entertainment.
Liveability	L1 L2 L3 P1	P E a a F F C C E	redestrian xperience vents, Festivals ind Parades rublic Safety tetali & ourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Vonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streets.cape which provides pleasant experience to shop, dine and expore. Improves Yonge Street in a cost effective manner (note that this is	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St treet Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m High	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road times blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to they take place during the nightlime. Layout caters for events and on-streter programming. Road closures for events and in strets bioks will require and strets for events of one strete programming. Road closures for events and one sub side between Gerrard St and Queen St and Queen St provides high degree of seperation between pedestrianisand traffic. Fever conflict potest an intersections (including between vehicles and devision) during the during, between Queen St and Gererard St and Even strete foreing isolated on Queen St and Gererard St and present strete foreing isolated and lacking in activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolards tue to mades the provide acces at nighttime when Gerrard St, and Queen St, Dundas St, Dundas St, Shuter St and Queen St intersections. Frovides the most space for on-strete economic activity, maintinger area between Gerrard St and Queen St, Dundas St, Dundas St, Shuter St and Queen St intersections. Frovides the most space for on-strete economic activity, maintinger area between Gerrard St and Queen St guies and mainterget acting addited and market acces at split. Acc	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	P E a a F F C F C F C F C F C F C F C F C C F C	redestrian xperience vents, Festivals ind Parades rublic Safety tetali & ourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Vonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streets.cape which provides pleasant experience to shop, dine and expore. Improves Yonge Street in a cost effective manner (note that this is election onwards).	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St reeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and Street vendors Relative cost of supply and installation for bollards.	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m High	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road times blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to they take place during the nightlime. Layout caters for events and on-strete programming. Road closures for events and minel lane widths encourage lower vehicle blocks between Gerrard St and Queen St conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St any time. However, there may be impedence due to bolards used to mange temporal / one-way vehicles cover night provide travel options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at my time. However, there may be impedence due to bolards used to mange temporal / one-way vehicles cover night provide travel options for those on Yonge St. Emergency vehicles are able to operate conomic activity. Pedestrianized area between Gerrard St and Queen St pundas St, Dundas St, Dundas St, Shuter St and Queen St intersections. Frovides the most space for on-street economic activity. Redistrianized area between Gerrard St and Queen St poindes ar	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	P E a a F F C E E E E E E E	redestrian xperience vents, Festivals ind Parades rublic Safety tetali & ourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cape and public realm while not impacting pedestrian movement. Supports Vonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's oricle as a priority retail street by adding space for patios and vending and providing a streets.cape which provides pleasant experience to shop, dine and expore. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards).	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m High Medium level	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road times blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion they take place during the nightlime. Layout caters for events and on-strete programming. Road closures for events and in these blocks will require and starting. Road closures for events and more step or genoming. Road closures for events and ones possible and gettering the road that the start of the start and the start of the s	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements.
Liveability	L1 L2 L3 P1 P2	P E a a P P R R T T	tedestrian xperience wents, Festivals md Parades wublic Safety tublic Safety tetail & ourism	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing whild espeeds and mode conflicts and by reducing whild espeeds and mode conflicts and by roviding space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing streets apears which provides a pleasant experience to stop, dine and explore. Improves Yonge Street is considered from the Short List Selection onwards].	L1.1 L2.1 L3.1 L3.2 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk. High / medium / low ease metres Low / medium / high High / medium / low ease	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m High Medium level	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road times blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion they take place during the righttime. Layout caters for events and on-strete programming. Road closures for ovents and in these blocks will require and starming. Road closures for ovents will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of spepration between Queen St and Green St provides they degree trains and traffic. Fower St and Green St and Green St provides they and they take and pedetrains' during the daytime, between Queen St and Green St and St at 10 pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolards tue to balands theory of lanes avalue between Gerrard St, Em St, Edward St, Dundas St, Dundas St, Shuter St and Queen St intersections. Frovides the most space for on-street economic ac	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements.
Liveability Prosperity	L1 L2 L3 P1 P2 P3	P E a P P P P C E E C C C C C C	tedestrian xperience vents, Festivals nd Parades ublic Safety tublic Safety tetail & corrism	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail space and vending and providing space for patios and vending and providing space for patios and vending and providing streets pations, dine and explore. Improves Yonge Street is considered from the Short List Selection onwards]. Supports appropriate access and level of service	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St esteret Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low ease	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Medium ease 750m High Medium level	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road to these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the nightlime. Layout caters for events and on-strete programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Ouen St provides high degree of seperation between pedestrians and traffic. Fewer and Gerard St due to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at righttime when the night bus is in operation. Overnight timed access for wishides along feult increases at righttime when the night bus is in operation. Diversight timed access for wishides along feult increases at righttime when the might bus is in operation. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolarist used to mangate temporal / one way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas Sq, Shuter St and Queen St intersections. Frovides the most space for on-street economic activity. Pedestrianized area between Gerrard St and Queen St pievs a significant amount of additional space for on-street economic activity, maintising how this space and the central boulwarid can be used. More limited space availa	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access staristicns form Duage Streat to Gerard
Liveability	L1 L2 L3 P1 P2 P3	P E a a F F C C C C C C C C C C C C C C C C	tedestrian xperience vents, Festivals d Parades ublic Safety tublic Safety tetail & ourism	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by pedestrians and cyclist by reducing which speeds and mode conflicts and by reducing which speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by ading space for patios and vending and providing a space for patios and vending and providing a space for patios and vending and providing street, and ading space for patios and vending and providing a street, and which provides a pleasant considered from the Short List Selection onwards]. Supports appropriate access and level of service access and level of service services to support	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St esteret Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 750m Total Length: 750m Low Low risk Low risk Medium ease 750m High Medium level Daytime: 234m Nighttime: 833m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretestage and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road times blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion they take place during the nightlime. Layout caters for events and no-reteret programming. Road closures for events and no-reteret programming. Road closures for events and no-reteret programming. Road closures for events and no-retere programming. Road closures for events and no-intersections (including between vehicles and educting) during the divine, between Queen St and Gueen St and Queen St provides high degree of spepration between pedestrians and traffic. Fewer St and Gueen St and Gueen St provides high degree of spepration between Queen St and Gueen St and Gueen St provides high degree of spepration between Queen St and Gueen St and Gueen St provides high degree of spepration between Queen St and Gueen St provides high degree of spepration between Queen St and Gueen St provides they be descread of the to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolards tue to padestrain and and relevance of Yonge St at any time. However, there may be impedence due to bolards tue to magate temporal / one-way vehicles covernight provide trave	••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerard Street.
Liveabliity Prosperity	L1 L2 L3 P1 P2 P3	P E a P P P P C C E E C C C C A A	tedestrian xperience wents, Festivals nd Parades ublic Safety tublic Safety tetail & courism cost frectiveness	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by pedestrians and cyclists by pedestrians and cyclists by pedestrians and cyclists pare and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streets pation, dine and explore. Improves Yonge Street is considered from the Short List Selection onwards]. Supports appropriate access and level of service services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St teeters Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high risk Low / medium / high risk High / medium / low ease metres Low / medium / low ievel High / medium / low ievel metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Medium ease 750m High Medium level Daytime: 234m Nighttime: 873m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road to these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the nightime. Layout caters for events and on-strete programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of specration between pedestrians and traffic. Fewer and Gerrard St due to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at righttime when the night bus is in operation. Overnight timed access for wishides along feutimeshides overnight provide travel options for those on ronge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolarist used to mangate temporal / one way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas Sq, Shuter St and Queen St intersections. Provides the most space for dort-street economic activity. Pedestrianized area between Gerrard St and Queen St pives a significant amount of additional space for on-street economic activity, maximising how this space and the central booliver and the bused. More limited space available along remainder of Yonge St within 2.7m wide furnisthing and marketing zone.	••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street.
Liveability	L1 L2 L3 P1 P2 P3	P E a A A A A A A A	tedestrian xperience wents, Festivals nd Parades ublic Safety tublic Safety tetail & courism cost ffectiveness	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not role as cultural corridor by improving the streets of leas cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by pedestrians and cyclists by pedestrians and cyclists by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a spless of the species and explore. Improves Yonge Street's considered from the Short List Selection onwards]. Supports appropriate access and level of service services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St testing unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride haling services: daytime and nighttime	Quantitative Qualitative Q	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high risk High / medium / high risk High / medium / low ease Low / medium / low ease low / medium / low ease metres metres metres metres metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Low risk Hedium ease 750m High Medium level Daytime: 234m Nightime: 873m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road time these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion they take place during the nighttime. Layout caters for events and no-strete programming. Road closures for ovents will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of specration between pedestrians and traffic. Fowers St and Gerard St auto to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for wishides along full length of Yonge St at any time. However, there may be impedence due to bolands tead to operate on all sections of Yonge St at any time. However, there may be impedence due to bolands used to many attemporal / one way vehicle access at the Gerrard St, Em St, Edward St, Dundas St, Dundas St, Stuter St and Queen St intersections. Frovides the most space for on-street economic activity. Pedestrianized area between Gerrard St and Queen St gives a significant amount of additional space for on-street economic activity, maximising how this space and the central boulward can be used. More limited spac	••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest coats associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerard Street.
Liveabliity Prosperity	L1 L2 L3 P1 P2 P3	P E a P P P P C E E C C E	edestrian xperience wents, Festivals nd Parades ublic Safety tublic Safety tetail & ourism	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets of eas cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing speed for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail spreture to ading space for patios and vending and providing a street to ading space for patios and vending and providing as priority retail considered from the Short List Selection onwards]. Supports appropriate access and level of service business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St teet dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicles at a street vehicle access to the street vehicles at a street vehicle access to the street vehicles St and Queen St Length of Yonge St accessible to taxis and ride haling services: daytime and nightlime Length of Yonge St available for construction of laybys accessible during daytime	Quantitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low level metres metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Medium ease 750m High Medium level Daytime: 234m Nighttime: 873m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 526m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road to these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the nightlime. Layout caters for events and on-strete programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Ouen St provides high degree of spectation between pedestrians and traffic. Fowers and Gerard St due to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at righttime when the night bus is in operation. Overnight timed access for wishides along feult increases at righttime when the night bus is in operation. In activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolarist well to mappet approacie of on on-street economic activity. Pedestrianized area between Gerrard St, Em St, Edward St, Dundas St, Dundas Sq, Shuter St and Queen St intersections. Frovides the most space for on-street economic activity. Pedestrianized area between Gerrard St and Queen St gives a significant amount of additional space for on-street economic activity, maximising how this space and the ce	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary pation/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street.
Prosperity	L1 L2 L3 P1 P2 P3	P E a P P P P C E E C C E E	tedestrian xperience wents, Festivals nd Parades ublic Safety tetail & cost ffectiveness cost ffectiveness	Provides the opportunity the pedestrian experience to significantly improve the pedestrian experience and public realm while not pole as cultural corridor by improving the streets of eas cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing while speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail space and vending and providing space for patios and vending and providing as present considered from the Short List Selection onwards]. Supports appropriate access and level of service services to support business and tourism. Supports a healthier and more resilient streetscape	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nightlime Length of Yonge St available for construction of laybys accessible during daytime	Quantitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high risk Low / medium / high risk High / medium / low ease Low / medium / low ease Low / medium / low ease metres metres metres metres metres metres metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Medium ease 750m High Medium level Daytime: 234m Nightime: 873m 234m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for stretescape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road to these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the nightline. Layout caters for events and on-strete programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Ouen St provides high degree of spectation between pedestrians and traffic. Fowers and Gerard St due to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at righttime when the night bus is in operation. Overnight timed access for wishides along feult increases at righttime when the night bus is in operation. In activity at night. Access for night buses, taxis and ride share vehicles overnight provide travel options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolarist used to manga te moral / one way vehicle access at the Gerrard St, Eim St, Edward St, Dundas St, Dundas Sq, Shuter St and Queen St intersections. Frovides the most space for on-street economic activity. Pedestrianized area between Gerrard St and Queen St pives a significant amount of additional space for on-street economic activity, maximising how this space and the central bouleward Camb used. More	••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/yvending in blocks associated with entertainment. Highest costs associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for clantime
Liveability Prosperity	L1 L2 L3 P1 P2 P3	P E a a R R R R C C E E C C C C R R R R R R R R	edestrian xperience wents, Festivals nd Parades ublic Safety tetail & ourism cost ffectiveness curbside cutivity	Provides the opportunity the pedestrian experience the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and winding and providing a spector patios and vending and providing a street by adding space for patios and vending and providing a sprear and explore. Improves Yonge Street is a considered from the Short List Selection onwards]. Supports a perportate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of street with daytime pedestrianization that provides opportunities for tree playtime provides coportunities for tree playtime and night St accessible during daytime Length of Street with daytime pedestrianization that provides opportunities for tree playtime padestrianization that provides opportunities for tree playtime pade strianization that playtime pade strianization that provides opportunities for tree playtime pade strianization that preserves the strianization that playtime pade strianization	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low ease Low / medium / low level High / medium / low level metres metres metres metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Low risk Medium ease T50m High Medium level Daytime: 234m Nightlime: 873m C34m G39m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide S20m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and College St. Advent St would only require road closures and diversion if they take place during the nighttime. Layout caters for events and on street programming. Road closures for events and one store programming. Road closures for events and one store programming. Road closures for events will be less difficult as no through traffic and most of Yong St atready pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of seperation between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and pedestrian) during the daytine, between Queen St and Guerrard St due to pedestrianization. Reduced number of interse as an minimal lane withits encourage lower vehicles and destinany of the stare options for those on Yong St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Elm St, Edward St, Dundas St, Dundas St, Shuter St and Queen St provides there not space for on-street economic activity. Pedestrianized area between Gerrard St, and Queen St gives a significant amount of additional space for on-street economic activity, maximising how this space and the central bolawer can be used. More limited space available along remainder of Yonge St within 2.7m wide furni	••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/yvending in blocks associated with entertainment. Highest costs associated with managing relativing access toblards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting.
Liveability Prosperity	L1 L2 L3 P1 P2 P3	P E E E E E E E E E E E E E E E E E E E	edestrian xperience wents, Festivals nd Parades ublic Safety tetail & ourism iost ffectiveness icrtside cetivity	Provides the opportunity the pedestrian experience the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reviding a spector patios and vending and providing a spector patios and vending and providing a spector to considered from the Short List Selection onwards]. Supports a perporpriate access and level of service to ride hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nightime Length of Street with daytime pedestrianization that provides opportunities for tree plating on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low ease Low / medium / low ease High / medium / low ease Low / medium / low ease metres Low / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Low risk Medium ease 750m High Medium level Daytime: 234m Nightlime: 873m 639m	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide S20m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the righttime. Layout caters for events and on-street programming. Road closures for events and on-street programming. Road closures for events and ones polestima. Tarlfic. Fewer conflict potents and instreetions (Including between vehicles and exclusions) during daytime, between Queer and St and Queen St provides high degree of seperation between pedestrians and traffic. Fewer conflict potents at intersections (Including between vehicles and pedestrian) during daytime, between Queer and St and Queen St provides high degree of seperation between degrade options for those on yong St. Devenight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Elm St, Edward St, Dundas St, Dundas St, Shuter St and Queen St intersections. Fronides the most space for on-street economic activity. Pedestrianized area between Gerrard St, and Queen St piese a significant amount of additional space for on-street economic activity, maximiling how this space and the central bouleward by a bould additional space for on-street economic activity. Pedestrianized area between Gerrard St, Aud Queen St piese a significant amount of additional space for on-street economic activity, maxi	••• ••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patios/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollards etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting.
Liveability Prosperity	L1 L2 L3 P1 P2 P3	P E a a a A F C C C C C C C C C C C C C C C C C C	edestrian xperience wents, Festivals nd Parades ublic Safety tetail & cost ffectiveness cost ffectiveness curbside cetivity	Provides the opportunity the pedestrian experience the pedestrian experience with a unified streetscape and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reveal street by adding space for patios and vending and providing a speed of service to stee text adding space for patios and rending and experience to shop, dime and explore. Improves Yonge Street in a const affective manner (note that this considered from the Short List Selection onwards). Supports a perparate access and level of service to ride halling, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of street with daytime pedestrianization of alybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of treet with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Quantitative Qualitative Q	Linear length (m) of daytime pedestrianization Image:	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low Low risk Low risk Low risk Low Redium ease T50m High Medium level Daytime: 234m Nightime: 873m G39m High ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 520m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road for these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion to they take place during the nighttime. Layout clares for events and on-steet programming. Road closures for events and on-steet programming. Road closures for events and on-steet programming. Road closures for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of speeration between pedestrians and traffic. Fewer conflict, potent at intersections (Including between vehicles and pedetrianis) during th daytime, between Queen and a sche as any minimal lane which even uplot to those on Yong St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St. Edward St, Dundas St, Dundas St, Shuter St and Queen St intersections. Frovides the most space for on-street economic activity, Maatinising how this space and the central bolards used to manage temporal / one-way vehicle access. In addition to the construction cost for these bolards, user will be ongoing management and maintenance costs. Access to all laneways and servicing areas retained, althoug	••• ••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing raini improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of flexibility throushout Mirket
Liveability Prosperity Sustainabil	L1 L2 L3 P1 P2 P3 S1 S2	P E a a a F F C C C C C C C C C C C C C C C	edestrian xperience wents, Festivals nd Parades ublic Safety tetail & ourism cost ffectiveness curbside cettivity	Provides the opportunity the pedestrian experience the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing safet ines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a street space and explore. Improves Yonge Street's considered from the Short List Selection onwards]. Supports a paperopriate access and level of service for ride hailing, goods more resilient streets.cape by providing opportunities for tree planting.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Gueen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Street with daytime and nightlime Langth of Yonge St accessible to taxis and ride hailing services: daytime and nightlime Length of street with daytime pedestrianization of hybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significat investment in further construction. Ease of altering physical elements along Yonge St	Quantitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low level High / medium / low level metres metres High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low risk Low risk Low risk Low risk Medium ease T50m High Medium level Daytime: 234m Nightime: 873m G39m High ease	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road for events and on-street regramming. Road course for events and on-street programming. Road course for events will be less difficult as no through traffic and most of Yonge St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and eclestrain shuft that the provides the provides high degree of seperation between pedestrians and traffic. Fewer conflict potents at intersections (Including between Vehicles and pedistrian) during th daytime, between Queen St provides have theides over upits provide trans options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Edward St, Dundas St, Dundas St, St. Stuer St and Queen St intersections. Provides the most space for on-street economic activity, maximising how this space and the central bolards used to manage temporal / one-way vehicle access at the Gerrard St, and Queen St gives a significant amount of additional space for on-street economic act	••• ••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing driving access toblands etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of flexibility throughout blocks associated with events, tourism and growth
Liveability Prosperity Sustainabil	L1 L2 L3 P1 P2 P3 S1 S1	P E a a F F C C C C C C C C C C C C C C C C	edestrian xperience wents, Festivals nd Parades ublic Safety tetali & ourism cost ffectiveness curbside curbside curbside curbside curbside	Provides the opportunity the pedestrian experience with a unified streets.cape and public realm while not orle as cultural corridor by improving the streets ality to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing speed for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a street cos adong. Improves Yonge Street is a cost effective manner fore that this is considered from the Short List Selection onwards]. Supports a healthier and movement and municipal services to support business and tourism. Supports a healthier and adaptable street exispin that can respond to changing demands and needs.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St elevel at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St accessible to taxis and ride halling services: daytime destrianization of layby a scessible during daytime Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significatin investment in further construction. Ease of altering opysical elements along Yonge St between College St and Queen St	Quantitative Qualitative Quantitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low level High / medium / low level metres metres High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low risk Low risk Low risk Low risk Low risk Medium ease T50m High Aedium level Daytime: 234m Nightlime: 873m G39m High ease High ease	Provides the most space for public realm improvements. Pedestrianized block between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road to these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Queen St would only require road closures and diversion if they take place during the nightlime. Liyout caters for events and no-steet programming Road docurse for events will be tess difficult as no through traffic and most of Yonge St aiready pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerrard St and Queen St provides high degree of speparation between publicity the daytime, between Queen St and Gerrard St due to pedestrianization. Reduced number of lanes and minimal lane widths encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nightime when the night bus is in operation. Toge St. Emergency vehicles area blot to operate on all sections of Yonge St at any time. However, there may be impedence due to bolards used to manage temporal / one-way vehicle access at the Gerrard St, Elm St, Edward St, Dundas St, Dundas Sq. Shuter St and Queen St intersections.	••• ••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary pation/vending in blocks associated with entertainment. Highest costs associated with managing driving access foblands etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of flexibility throughout blocks associated with events, tourism and growth
Liveability Prosperity Sustainabil	L1 L2 L3 P1 P2 P3 S1 S2	P E a a P P P C E E C C A A S E E	edestrian xperience wents, Festivals nd Parades ublic Safety tetali & ourism cost ffectiveness cost ffectiveness curbside cutvity	Provides the opportunity the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets ality to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing speed for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by ading space for patios and vending and providing a speed for patios and vending and experience to shop, dime and explore. Supports a pleast manner (note that this is considered from the Short List Selection onwards). Supports a healthier and movement and municipal services to support business and tourism. Supports a healthier and andpatable street eaging that can respond to changing demands and needs.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St relevance of the street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime Length of Street with daytime pedestrianization that halling services and Queen St Ease of attering operation in the future to reflect changing pattern of use on Yonge St, without requiring significat investment in further construction. Ease of attering physical elements along Yonge St between College St and Queen St	Quantitative Qualitative Quantitative Quantitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low ievel High / medium / low ievel metres metres High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Low risk Low risk Low risk Low risk Low risk Medium ease T50m High Aedium level Daytime: 234m Nighttime: 873m G39m High ease High ease High ease	Provides the most space for public realm improvements. Pedestrianized block between Gerrard St and Queen St provide 700m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	•••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of flexibility throughout blocks associated with events, tourism and growth
Liveability Prosperity Sustainabil	L1 L2 L3 P1 P2 P3 S1 s2 S3	P E a a a P P P C C E E C C A A S C C C A A S C C C C A A S C C C C	edestrian xperience wents, Festivals nd Parades ublic Safety tetall & cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost frectiveness cost cost cost cost cost cost cost co	Provides the opportunity the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets ality to provide flexible space and operations for new and existic speeds and mode conflicts and by reducing while speeds and mode conflicts and by reducing while speeds and mode conflicts and by reducing while speeds and mode conflicts and by providing speed for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.2 S3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St elevel of conflict between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and righttime Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Street with daytime gedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significat investment in further construction. Ease of altering physical elements along Yonge St between College St and Queen St	Quantitative Qualitative Quantitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Linear length (medium / low ievel metres metres High / medium / low ease	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Total Low risk Low risk Low risk Low risk Low risk Low risk Medium ease T50m High Aedium level Daytime: 234m Nighttime: 873m G39m High ease High ease High level	Provides the most space for public realm improvements. Pedestrianized block between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St.	••• ••• •• •• ••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary pation/vending in blocks associated with entertainment. Highest costs associated with managing realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of times driving access restrictions from Queen Street to Gerrard Street. Eighest level of times driving access restrictions from Queen Street to Gerrard Street.
Liveability Prosperity Sustainabil	L1 L2 L3 P1 P2 P3 S1 S2 S3	P E a a P P P C C E E C C A A S C C R T T T T T T T T T T T T T T T T T	edestrian xperience wents, Festivals nd Parades ublic Safety tetali & ourism cost ffectiveness curbside ketvity katural invironment tesitbility & novation tesitbility &	Provides the opportunity the pedestrian experience with a unified streets.cape and public realm while not pole as cultural corridor by improving the streets and public realm while not pole as cultural corridor by improving the streets ability to provide flexible space and operations for wear dexistic speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.2 S3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St eleven College St and Queen St eleven College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street Vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Street with daytime pedestrianization of hailing services: daytime and nighttime Length of street with daytime pedestrianization of hayby accessible during daytime Length of street with daytime pedestrianization that hailing services: daytime and nighttime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significat investment in further construction. Ease of altering physical elements along Yonge St between College St and Queen St Ease of altering physical elements along Yonge St between College St and Queen St Length of street dedicated to supporting active modes of transportation (walking & cycling) along Yonge St between College St and Queen St	Quantitative Qualitative	Linear length (m) of daytime pedestrianization Image:	Proposed Design Proposed Desig	Total Length: 750m Total Length: 750m Total Low risk Low risk Low risk Low risk Low risk Low risk Medium ease T50m High Aedium level Daytime: 234m Nightime: 873m G39m High ease High ease High ease High level	Provides the most space for public realm improvements. Pedestrianized blocks between Gerrard St and Queen St provide 750m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing none of 3.5m wide on each side between Gerrard St and College St. Between College St and Gerrard St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard St and Queen St audio driv require road closures and diversion if they take place during the hightime. Layout class for events and on-street programming, Road Closures for events will be less difficult as no through traffic and most of Yong St already pedestrianized during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized during the updestrianized networks of lanes and minania law withs neorange lower vehicle apeeds, reducing severity of conflicts. Level of conflict increases at hightime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be impedence due to bollistic sued to manage temporal / Yone way vehicles overnight provide travel options for those on Yonge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be impedence due to bollistic sued to manage temporal / Yone way vehicles access at the Gerrard St, Elma St, Edward St, Dundas St, Dundas St, Shuter St and Queen St intersections.	••• ••• ••• •••	Significant space for permanent and temporary furnishings to improve the pedestrian experience. Strongly supports events on all blocks where tourism is high. Conflicts with drivers are reduced the most with a large pedestrian priority zone. Significant space for permanent and temporary patio/vending in blocks associated with entertainment. Highest costs associated with managing driving access (bollands etc.) and public realm improvements. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest level of timed driving access restrictions from Queen Street to Gerrard Street. Significant space for available for planting. Highest support for active modes.

					SHOKT LIST EVALUATION					SHORT LIST ALTERNATIVE 4						
				INDICATOR		QUALTIATIVE /	UNITS (FOR QUANTITATIVE									
OBJECTIVE	CRITERIA ID	CRITERIA	DESCRIPTION		INDICATOR	QUANTITATIVE	QUALITATIVE MEASURES)	DATA SOURCE	METRIC	COMMENTS	SCOR	E SUMMARY				
			1	M1.1	Pedestrian clearway area along Yonge St between	Quantitative	square metres	Proposed Design	Daytime: 12,058m ²	During the daytime, 12,058m ² of pedestrian clearway along Yonge St which includes 5,078m ² of space from daytime						
				WILL	College St and Queen St	Quantitative	square metres	Troposed besign	Nighttime: 9,478m ²	pedestrianisation between Gerrard St and Dundas Sq. Nighttime is same across all alternatives.	4					
					Comfort Level (PCL) along Yonge St between College				Comfortable: 1754m Acceptable: 0m	Dundas So to Shuter Street (west side) is "Unacceptable" (West side of Dundas St to Dundas So improves to "at risk"						
			Provides the opportunity to significantly improve	M1.2	st and Queen St in the following categories: comfortable; acceptable; at risk; unacceptable /	Quantitative	metres	DTBIA / City of Toronito	At risk: 72m Unaccentable: 262m	when considered in combination with east side).						
	M1	Pedestrian	pedestrian movement by adding space for		uncomfortable							Mostly addresses crowding and crossings				
	IVII	Movement	movement both along and across Yonge Street to	M1.3	along Yonge St between College St and Queen St:	Quantitative	metres	Proposed Design	Daytime: 604m Nighttime: 1746m	Sidewalks between College St and Gerrard St, and between Dundas Sq and Queen St, are adjacent to motorized traffic during the day. At night sidewalks along the entire length of Yonge St are adjacent to motorized traffic.		experiencing development.				
			accommodate rowing		daytime, nighttime											
			pedestrian volumes.		Degree of separation between pedestrians and					Presence of pedestrianized areas between Gerrard St and Dundas Sq provides the maximum level of seperation						
				M1.4	traffic along Yonge St between College St and Queen St	Qualitative	High / medium / low degree	Proposed Design	High degree	between pedestrians and traffic. Outside pedestrianized areas, a buffer zone on both sides of the street (which may be occupied by street amenities, patios, greening and/or loading bays) provides 3.5m of seperation between College						
									St and Gerrard St; between Dundas Sq and Queen St this is 2.7m wide.							
										Cyclists may cycle through the pedestrianized area between between Gerrard St and Dundas Sq which may lead to						
			Provider a major porth	M2.1	along Yonge St between College St and Queen St.	Qualitative	Low / medium / high level	Proposed Design	Medium level	potential conflict with pedestrians. Absence of dedicated bike lanes and the presence of sidewalks outside the pedestrianized area limits the potential for conflict between pedestrians and cyclists.						
		6 . F	south connection through	-								Provides some added comfort for cyclists				
	IVIZ	Cycing	experience for cyclists on		Lougl of conflict between motorized unbicks; and					No dedicated bike lanes provided along Yonge St between College St and Gerrard St, and between Shuter St and Queen St, therefore extential for conflict between materiand validar and callet at all times within these blocks		priority areas and one way sections.				
			Yonge Street.	M2.2	cyclists along Yonge St between College St and	Qualitative	Low / medium / high level	Proposed Design	Medium level	Level of conflict is lowered between Dundas Sq to Shuter St due to restricted one-way traffic movement during the						
					Queen St					Sq. Level of conflict in these blocks increases at nighttime when the night bus is in operation.						
					Change in surface transit average journey time on	-			10 2/50 100							
				WI5.1d	University Ave: AM peak	Quantitative	seconas	Ainsun	NB: -27 3B: #109	_						
				M3.1b	Change in surface transit average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun	NB: -3 / SB: +7							
			Supports efficient	M3.2a	Change in surface transit average journey time on Bay St: AM peak	Quantitative	seconds	Aimsun	NB: +3 / SB: +57							
			operation of bus and streetcar routes identified	M3.2b	Change in surface transit average journey time on Bay St: PM Peak	Quantitative	seconds	Aimsun	NB: +30 / SB: +5	Streetcars face significant increases in travel time, particularly on College/Carlton.						
	M3	Transit	by TTC to meet ridership demand and allows	M3.3a	Change in surface transit average journey time on College/Carlton St: AM peak	Quantitative	seconds	Aimsun	EB: +77 / WB: +32	NB: University Ave used the meso-scale model: other streets used the micro-scale model. Consequently, University	1	Some mitigation measures required to manage impacts on buses and streetcars.				
MODILITY			streetscape improvements to surface transit stops and transfers.	M3.3b	Change in surface transit average journey time on College/Carlton St: PM Peak	Quantitative	seconds	Aimsun	EB: +85 / WB: +12	Ave changes are not directly comparable with other streets.						
				M3.4a	Change in surface transit average journey time on Dundas St: AM peak	Quantitative	seconds	Aimsun	EB: -25 / WB: +7							
				M3.4b	Change in surface transit average journey time on Dundas St: PM Peak	Quantitative	seconds	Aimsun	EB: +99 / WB: -38							
				M3.5a	Change in surface transit average journey time on Queen St: AM peak	Quantitative	seconds	Aimsun	EB: +2 / WB: +154							
				M3.5b	Change in surface transit average journey time on Queen St: PM Peak	Quantitative	seconds	Aimsun	EB: +14 / WB: -14							
				M4.1a	Change in traffic average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun	NB: +9 / SB: +48							
				M4.1b	Change in traffic average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun	NB: +4 / SB: +59							
				M4.2a	Change in traffic average journey time on Yonge St: AM neak	Quantitative	seconds	Aimsun	NB: -278 / SB: -300							
					Change in traffic average journey time on Yonge St: PM Peak	Quantitative	seconds	Aimsun	NB: -295 / SB: -303							
									Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: +57 / SB: +81			
									Change in traffic average journey time on Bay St:	Quantitative	seconds	Aimsun	NB: +94 / SB: +20	Overall, this alternative has modest negative effects on journey times.		
				M4.4a	Change in traffic average journey time on	Quantitative	seconds	Aimsun	EB: -4 / WB: +13	NB: University Ave used the meso-scale model; other streets used the micro-scale model. Consequently, University						
			Provides suitable vehicle	M4.4b	Change in traffic average journey time on	Quantitative	seconds	Aimsun	EB: -14 / WB: -10	Ave changes are not directly comparable with other streets.		Uinter interest to see directional.				
	M4	Driving	operation, tourism and	M4.5a	College/Carlton St: PM Peak Change in traffic average journey time on Dundas	Quantitative	seconds	Aimsun	EB: -43 / WB: -22	-	1	performance requiring some mitigation				
			servicing of the neighbourhood.	M4.5b	St: AM peak Change in traffic average journey time on Dundas	Quantitative	seconds	Aimsun	EB: -50 / WB: -39	-		measures.				
				M4.6a	St: PM Peak Change in traffic average journey time on Queen St:	Quantitative	seconds	Aimsun	EB: +32 / WB: +25	-						
				M4.6b	AM peak Change in traffic average journey time on Queen St:	Quantitative	seconds	Aimsun	EB: +14 / WB: +6	-						
					PM Peak											
				M4.7	Impact to access to off-street parking on Yonge St between College St and Queen St: daytime and	Qualitative	Low / medium / high	Aimsun	Medium impact	Access to all parking lots adjacent to Yonge St retained, although access routes may become more indirect. Access to the Eaton Centre Yonge Parkade retained via Shuter St. Access to Dundas Sq parking garage maintained via Victoria St						
					nighttime					and Yonge St northbound, while the existing entry route from Yonge St southbound will become unavailable.						
				M4.8	Change in total traffic	Quantitative	vehicle-kilometres	Aimsun	AM: -0.9%; PM:-0.4%	Small change in traffic levels of any of the Altneratives, but still a decrease.						
				M4.9	Change in average vehicle speed	Quantitative	km/hr	Aimsun	AM: -0.8km/hr; PM:-0.3km/hr	Modest decrease in average traffic speeds, likely caused by congestion levels within the model.						
			Provides the opportunity													
			Provides the opportunity to significantly improve the pedestrian experience		Length of street dedicated to daytime					Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq						
	L1	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and oublic realm while not	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq	•	In a few areas of crowding, there won't be enough space for street furniture.				
	L1	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture.				
	L1	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement.	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture.				
	L1	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's	11.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture.				
	11	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets	11.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture.				
	L1 L2	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reality while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets b ability to provide fieldle some and meastions for	11.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 380m Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Liveability	12	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by improving the streets ability to provide fiexible space and operations for new and existing events, featurals and existing events.	11.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 380m Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Liveability	L1 L2	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades.	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 380m Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Events using the road between Gerard St and Dundas Sq availd only require road closures and diversion is the tap lace during the nighttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Liveability	12	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide fiexible space and operations for new and existing events, festivals and parades.	11.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 380m Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion is to be implemented. Events using the road between Gerard St and Dundas Sq availd only require road closures and diversion is the target place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Liveability	12	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide fiexible space and operations for new and existing events, festivals and parades.	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design	Total Length: 380m Total Length: 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion is to be implemented. Events using the road between Gerard St and Dundas Sq availd only require road closures and diversion is the target back and the hybrid tradition of the strength of t	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Uveability	L1	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of nedestrians and cyclist bb	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion is the tap face during the between Gerard St and Dundas Sq would only require road closures and diversion is the tap face during the hybrid strength of the	•	In a few areas of crowding, there won't be enough space for street furniture.				
Uveability	LI L2	Pedestrian Experience Events, Festiva and Parades	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public readim while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by solution to the streets solution of the streets space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds	L1.1 L2.1 L3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road between Gerrard St and Dundas Sq road closures and diversions to be implemented. First suing the road horburg to careful Sc revents and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus.				
Liveability	12	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading while not impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for labeling - internet.	L1.1 L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned.				
Liveability	L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading and the streets importing the streets ability to provide flexible space and operations for new and existing events, festivals and parades.	L1.1 L2.1 L3.1 L3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night	Quantitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Furst using the road between Gerrard St and Dundas Sq would ony require road closures and diversions of they take place during the nighttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned.				
Liveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading models impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modex along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the	Quantitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low Low risk	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Furst using the road between Gerrard St and Dundas Sq would on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned.				
Uveability	L1 L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public reading models impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard St and Dundas Sq would ony require road closures and diversions of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned.				
Uveability	L1 L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedetrian experience with a unified streetscape and public realm while non movement. Supports Yonge Street's billing to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversion to be implemented. Events using the road between Gerrard St and Dundas Sq would ony require road closures and diversions of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned.				
Uveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety	Provides the opportunity to significantly improve the pedetrian experience with a unified streetscape and public realm while non impacting pedestrian movement. Supports Yonge Street's for intervention of the streets ability to provide field space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by preducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street	Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerrard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerrard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerrard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road occurse and diversion to be implemented. Events using the road between Gerrard St and Dundas Sq would ony require road clocures and diversions of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary				
Uveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while non impacting pedestrian movement. Supports Yonge Street's for intervention of the streets ability to provide field space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail street by adding space for pation and venting and providing a streetscape	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St store frontages Store frontages	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dozuers and diversion to the implemented. Events using the road between Gerard St and Dundas Sq would only require road dozuers and diversion if they take place during the rightitme. Layout cates for events and on-street programming, Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the buiest sections and where the number of small shops is				
Uveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while non impacting pedestrian movement. Supports Yonge Street's role as cultural corridor by ability to provide fiexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road dozuers and diversion of they take place during the road to takes for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and epectsions) during the daytime, between Shuter St and Gerard St due to pedestrianization and on-exerce programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is high.				
Uveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cpe and public realm while not movement. Supports Yonge Street's role as cultural corridor by ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by roriding sages for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dostream and diversion to be implemented. Events using the road in these blocks will require road dostream and diversion they take place during the road totacters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fewer conflict points at intersections (including between vehicles and exersions) during the daytime, between Shuter St and Gerard St due to pedestrianization and on-every restrictions. Reduced number of lanes and minimal lane widths encourage lower vehicles pedes, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios/vending in the busiest sections and where the number of small shops is high.				
Uveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism	Provides the opportunity to significantly improve the pedestrian experience with a unified streets.cpe and public realm while not movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's role as a priority retail attreet by adding space for pation and vending and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurse and diversion to be implemented. Events using the road in these block will require road docurses and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Squire and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios/vending in the busiest sections and where the number of small shops is high.				
Liveability	LI L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St realing unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m Medium	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dostares and diversion to be implemented. Events using the road in these block will require road dostares and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios/vending in the busies sections and where the number of small shops is high. Higher costs associated with managing driving access (bollards etc.) and				
Liveability	LI L2 L3 P1 P2	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St releing unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Reletive cost of supply and installation for bollards.	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m Medium	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the fursishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dostares and diversion to be implemented. Events using the road in these block will require road dostares and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fever conflict points at intersections (including between vehicles and exploits). Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fever conflict points at intersections (including between vehicles and exploits). Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fever conflict points at intersections (including between vehicles and exploits). Presence of pedestrianized and Gerard St due to pedestrianizion and one-way verticions. Reduced number of lanes and minimal lane widths encourage lower vehicles peeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Deversight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor img	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary pattos /vending in the busiest sections and where the number of small shops is high. Higher costs associated with managing driving access (bollards etc.) and public realm improvements.				
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St reeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Relative cost of supply and installation for bollards.	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m Medium	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the fursihing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dosures and diversion to be implemented. Events using the road between Gerard St and Dundas Sq would only require road closures and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios/vending in the busies sections and where the number of small shops is high. Higher costs associated with managing driving access (bollards etc.) and public realm improvements.				
Liveability	L1 L2 L3	Pedestrian Experience Events, Festiva and Parades Public Safety Retail & Tourism Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative Qualit	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / high	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Medium ease 380m Medium Medium	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road dosures and diversion to the implemented. Events using the road between Gerard St and Dundas Sq would only require road closures and diversion if they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busies sections and where the number of small shops is high. Higher costs associated with managing public realm improvements.				
Liveability	L1 L2 L3 P1 P2	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for young the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which is speeds and mode conflicts and by reducing which is speeds and mode conflicts and by providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St releting unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level High / medium / low level	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurs and diversion to be implemented. Events using the road in these block will require road outsures and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary pattory/rending in the busiest sections and where the number of small shops is high. Higher costs associated with managing driving access (bollards etc.) and public realm improvements.				
Liveability	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing sasteres of lighting, sight lines and emergency services. Improves Yonge Street in cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for ride hailing, goods movement and municipal	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres	Proposed Design	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurses and diversion to be implemented. Events using the road in these block will require road docurses and diversion to be implemented. Events using the road in these block will require road docurses and diversion they take place during the infyittime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary pattos/vending in the busiest sections and where the number of small shops is high. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street.				
Liveability	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for young the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which speeds and mode conflicts and by reducing which speeds and mode conflicts and by roviding a streetscape inproviding a street aples and experies. Support's Yonge Street's role as a priority retail are experience to shop, dine and explore. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate accress and level of service for rice hailing goods movement and municipal services to support business and teurism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Eages of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / high High / medium / low level metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium Medium Neghtime: \$71m Nighttime: \$73m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurs and diversion to the implemented. Events using the road in these block will require road outcares and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busies sections and where the number of small shops is high. Higher costs associated with managing public realm improvements.				
Liveability	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for young the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which is speeds and mode conflicts and by reducing which is speeds and mode conflicts and by reducing which is speeds and mode conflicts and by rowiding a streetscape which provides a pleasart experience to shop, dine and explore. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for ride hailing goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime	Quantitative Qualitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease metres Low / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium Neglium level Daytime: 571m Nighttime: 873m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurs and diversion to the implemented. Events using the road in these block will require road outsures and diversion of they take place during the righttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary pattog /vending in the busiest sections and where the number of small shops is high. Higher costs associated with managing public realm improvements. Timed driving access restrictions from Dundas Square to Gerard Street.				
Liveability	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which is speed and mode conflicts and by reducing which is speed and mode conflicts and emergency services. Support's Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St eleving unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low level High / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium Nightime: 571m Nightime: 873m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurses and diversion to be implemented. Events using the road in these block will require road docurses and diversion to be implemented. Events using the road in these block will require road docurses and diversion of they take place during the infyttime. Loyout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of separation between pedestrians and traffic. Fever conflict points at intersections (including between vehicles and expections) during the daytime, between Shuter St and Gerard St due to pedestrianized and neaking in activity at right. Access for night buses, taxis and ride share vehicles overlight provide travel options for those on ronge St. Emergency vehicles are able to operate on all sections of Yonge St at any time. However, there may be some minor impedence due to ballards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq provides additional space for on-street economic activity, masimising how this space and the central bouleard can be used. More limited space available along remainder of Yonge St within 2.7m wide (between College St and College St) and 3.5m wide (between Dundas Sq and Q	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is high. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street.				
Liveability Prosperity	L1	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Easy of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / high High / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m Nightime: 873m 571m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurses and diversion to be implemented. Events using the road in these block will require road ocurses and diversion of they take place during the nighttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of seperation between pedestrians and traffic. Fever conflict points at intersections (including between vehicles and experisions) during the daytime, between Shuter St and Gerard St due to pedestrianization and on-awy restrictions. Relaced number of lanes and minimal lane withs encourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor impedence due to ballards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq and Shuter Street intersections. Provides moderate space for on-street economic activity, Presence of pedestrianized area between Gerard St and Dundas Sq provides additional space for on-street economic activity, maximing how this space and the central bouleard can be used. More limited space ava	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street.				
Liveability Prosperity	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Natural Environment	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for the streetscape allity to provide flexible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for rich ehalling, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St relevance of the street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St or potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St accessible to rostruction of laybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / high High / medium / low level metres metres metres metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m Nightime: 873m 571m 302m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurs and diversion to be implemented. Events using the road in these block will require road ocurses and diversion to the implemented. Events using the road in these block will require road ocurses and diversion they take place during the highttime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of separation between pedestrians and traffic. Fever conflict points at intersections (Including between vehicles and experisions) during the daytime, between Shuter St and Gerard St due to pedestrianizion and one-way versitricions. Reduced number of lanes and minimal lane withsh enourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor impedence due to bollards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq and Shuter Street intersections. Provides moderate space for on-street economic activity, Presence of pedestrianized area between Gerard St and Dundas Sg provides additional space for on-street economic ac	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. I'timed driving access restrictions from Dundas Square to Gerrard Street. In most blocks there will be opportunities for tree planting.				
Liveability Prosperity	L1 L2 L3 P1 P2 P3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for conving the streets ability to provide feasible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St relevance of the street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St easy of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential pation, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / low level High / medium / low level metres metres metres	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m Nightime: 873m 571m 302m	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these block will require road docurs and diversion to be implemented. Events using the road in these block will require road ocurses and diversion to the implemented. Events suits the road will generally remain open at all times, therefore events using the road in these block will require road docurses and diversion they the place during the inplittime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of spensition between pedestrians and traffic. Fever conflict points at interactions (Including between vehicles and experisions) during the daytime, between Shuter St and Gerard St due to pedestrianization and one-way versitricions. Reduced number of lanes and minimal lane withts neourage lower vehicle speeds, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor impedence due to bollards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq, Dundas Sq and Sbuter Street intersections. Provides moderate space for on-street economic activity, maximing how this space and t	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. In most blocks there will be opportunities for tree planting.				
Liveability	L1	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Natural Environment	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for conving the streets ability to provide feasible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's role as a priority retail street by adding space for lighting, sight lines and emergency services. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards). Supports appropriate access and level of service for rice hailing, goods movement and municipal services to support business and tourism.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St relevance of the street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential pation, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of treet with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides appreting operation in the future to reflect changing pattern of use on Yonge St, without	Quantitative Qualitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high risk High / medium / high risk Low / medium / high risk High / medium / low level metres metres High / medium / low level	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m Nightime: 873m 571m 302m High ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road docurs and diversion to be implemented. Events using the road in these blocks will require road ocurses and diversion to the print metal. Syot carters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of separation between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and experision between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and experision between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and experision between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and pedestrianized number of lanes and minimal lane withts noourage lower vehicles pedes, reducing severity of conflict. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor impedence due to bollards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq, Dundas Sq and Stuter Street intersections. Access to all laneways and servicing ar	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. Inmost blocks there will be opportunities for tree planting.				
Liveability Prosperity	L1 L2 L3 P1 P2 P3 S1 S2	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Natural Environment Flexibility & Innovation	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for yong the streets ability to provide feable space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's cost effective manner for the halling, goods which provides a pleasant experience to shop, dine and explore. Supports appropriate access and level of service for ride halling, goods movement and municipal services to support business and tourism. Supports a healther and more realling streetscape by providing opportunities for tree planting.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S1.1 S2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Length of Yonge St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high risk High / medium / high risk Low / medium / high risk High / medium / low level metres metres metres High / medium / low level High / medium / low level	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Low risk Medium ease 380m Medium Medium Daytime: 571m Nightime: 873m 302m High ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road docurs and diversion to be implemented. Events using the road in these blocks will require road ocurses and diversion to be implemented. Events using the road in these blocks will require road ocurses and diversion they take place during the inplittime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of separation between pedestrians and traffic. Fewer conflict points at intersections (Including between vehicles and exclision Jume and mane widths encourage lower vehicles pedes, reducing severity of conflicts. Level of conflict increases at nighttime when the night bus is in operation. Overnight timed access for vehicles along full length of Yonge St at any time. However, there may be some minor impedence due to bollards used to manage temporal / one-way vehicle access at the Gerard St, Elm St, Edward Street, Dundas Sq, Dundas Sq and Stuer Street intersections. Provides moderate space for on-street economic activity, Presence of pedestrianized area between Gerard St and Dundas Sq provides additional space for on-street economic activity, maximising how this space and the central Dundas Sq provides additional space for on-street economic activity,	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. In most blocks there will be opportunities for tree planting. Good flexibility in the vicinity of Yonge- Dundas Square and sector where development is neared.				
Liveability Prosperity Sustainability	LI L2 L3 P1 P2 P3 S1 S2	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Natural Environment Flexibility & Innovation	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for yong the streets ability to provide feable space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by providing a streetscape which provides a pleasant experience to shop, dime and explore. Interpret a pleasant experience for ride hailing, goods movement and municipal services to support the supports a perportate access and level of service for ride hailing, goods movement and municipal services to support business and tourism. Supports a healther and more resilient streetscape by providing opportunities for tree planting.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St relevance College St and Queen St elevance College St and Queen St rest Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St elevance College St and Queen St elevance St for potential patios, store frontages and street vendors Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of Yonge St and Queen St Length of threet with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Changing pattern of use on Yonge St between College St and Queen St on regular and between College St and Queen St on regular and between College St and Queen St on regular and	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Linear length (m) of daytime pedestrianization Low / medium / high Low / medium / high risk High / medium / low ease High / medium / low level metres metres High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Low risk Medium ease S80m Medium Auguine: 571m Nightime: 873m S71m S71m S71m S71m S71m S71m S71m S71	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Cueen St, the road will generally remain copen at all times, therefore events using the road in these blocks will require road dosures and diversion of they take place during the plattime. Layout cates for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime.	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the basiest sections and where the number of small shops is high. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. In most blocks there will be opportunities for tree planting. Good flexibility in the vicinity of Yonge- Dundas Square and section where development is planned.				
Liveability Prosperity Sustainability	LI L2 L3 P1 P2 P3 S1 S2	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Public Safety	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for yong the streets ability to provide feable space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by entry of the safety of lighting, sight lines and emergency services. Support's Yonge Street's roide as a priority retail street by adding space for lighting, sight lines and emergency services of supports appropriate access and level of service for ride hailing, goods movement and municipail services to support business and tourism. Supports a healthter and more resilient streetscape by providing opportunities for tree planting.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Level of conflict between college St and Queen St Risk of Yonge St between College St and Queen St Between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Ease of attering daytime Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of the planting and street tree planting on Yonge St betwee	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative Qualitative Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Medium ease 380m Medium Medium Auguitum level Daytime: 571m Nightime: 873m 302m High ease High ease High ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road closures and diversions to be implemented. Events using the road in these blocks will require road closures and diversions to be implemented. Events using the road in these blocks will require road closures and werks using the road in these blocks will require road closures and events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of speration between pedestrian and traffic. Fever conflict points at intersections (including between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dundas Sq provides high degree of speration between pedestrian and traffic. Fever conflict points at intersections (including between vehicles and pedestrianis) and Gerard St due to pedestrianistican and one-way vehicles and cyclists. Presence of pedestrianised in activity at hight. Access for might buses, taxis and ride share vehicles avernight provide travel options for those on Yonge St. forwigney vehicles are ablo to goerste on all sections of Yonge St at my time. However, there may be some minor myedence due used. More limited access for on-street economic activity. Presence of pedestrianized area between Gerard St and Dundas Sq provides additional space for on-street economic activity, maximisi	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the basiest sections and where the number of small shops is high. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. Immed driving access restrictions from Dundas Square to Gerrard Street. Immed driving access restrictions from Dundas Square to Gerrard Street. Good flexibility in the vicinity of Yonge-Dundas Square and section where development is planned.				
Liveability Prosperity Sustainability	LI L2 L3 P1 P2 P3 S1 S2	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Public Safety Public Safety Public Safety Public Safety Public Safety Public Safety Flexibility Flexibility & Innovation Health &	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for yong the streets ability to provide fieldble space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by reducing vehicle speeds and mode conflicts and by enderstream of the speed and mode conflicts and by providing space for lighting, sight lines and emergency services. Support's Yonge Street's route a priority retail street by adding space for providing a streetscape which provides a pleasant experience to shop, dime and explore. Supports a perportate access and level of service for riche hailing, goods movement and municipail services to support business and tourism. Supports a healthier and more resilient streetscape for tree planting. Provides flexible and dadaptable street design that can respond to changing demands and needs.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.1 S2.2	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Risk of Yonge St between College St and Queen St feeling unsafe at night Ease of emergency service vehicle access to the street Relative cost of supply and installation for bollards. Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Street dedicated to daytime pedestrianization on Yonge St between College St and Street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street generation in the future to reflect changing natures of stand puese St on course St between College St and Queen St Length of street dedicated to supporting active shower the modes stand puese St on course St on course St Length of street dedicated to supporting active	Quantitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Quantitative Quantitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease Low / medium / high High / medium / low level metres metres High / medium / low ease	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Medium ease 380m Medium Medium Amedium level Daytime: 571m Nightime: 873m S71m 302m High ease High ease High ease	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and marketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally read indigen and times, therefore events using the road in these blocks will require road clocures and diversions to be implemented. Events using the road between Gerard St and Dunds Sq avoid only require road clocures and diversions in the stape block advance of where the road between Gerard St and Dunds Sq avoid only require road clocures and diversions in the stape block between Gerard St and Dunds Sq arovides high degree of spearation between pedestrian and traffic. Fewer conflict points at Intersections (including between Nethicles and cyclists: Presence of pedestrianized blocks between Gerard St and Dunds Sq provides high degree of spearation between pedestrian and traffic. Fewer conflict points at Intersections (including between Nethicles and desting) during the daytime, between Sturer St and Gerard St due to pedestrianization and one-way restrictions. Reduced number of Innea and minimal lawe with bus is in operation. Deveright timed access for whickes along full length of Yonge St minimizer risk of street fielling toolated and lacking in activity at right. Access for on-street economic activity, Presence of pedestrianized area between Gerard St and Toroides moderate space for on-street economic activity, maximising how this space and the central Dundas Sq provides additional space for on-street economic activity, maximising how this space and the central Dundas Sq and Calege S1 and 3.5m wide (between Dundas Sq and Queen S1 furnishing and marketing zone. Colleage S1, and S3.5m wide (bet	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is high. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. Immod driving access restrictions from Dundas Square to Gerrard Street. Societ development is planned. Good flexibility in the vicinity of Yonge- Dundas Square and section where development is planned.				
Liveability Prosperity Sustainability	L1 L2 L3 P1 P2 P3 S1 S2 S3	Pedestrian Experience Events, Festiva and Parades Public Safety Public Safety Cost Effectiveness Cost Effectiveness Curbside Activity Natural Environment Flexibility & Innovation Health & Wellbeing	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement. Supports Yonge Street's for yong the streets ability to provide feasible space and operations for new and existing events, festivals and parades. Prioritizes the safety of pedestrians and cyclists by reducing which is speed and mode conflicts and by reducing which is speed and mode conflicts and by providing space for lighting, sight lines and emergency services. Improves Yonge Street's cost effective manner for the halling, goods which provides a pleasant experience to shop, dime and explore. Supports a phorpriate access and level of service for rice halling, goods movement and municipal services to support business and tourism. Supports a healthier and and paptors. Supports a healthier and hadpatable street design that can respond to changing demands and needs.	L1.1 L2.1 L3.1 L3.2 L3.3 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.1 S2.2 S3.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St Level of conflict between modes along Yonge St between College St and Queen St Level of conflict between college St and Queen St Risk of Yonge St between College St and Queen St Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential pations, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nighttime Ease of attering daytime Length of Yonge St and Queen St Length of Yonge St and Queen St Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Length of street ween St on regular and short term basis Length of street dedicated to supporting active modes of transportation (Waiking & Cycling) along Yonge St between College St and Queen St Length of street dedicated to supporting active modes of transportation (Waiking & Cycling) along Yonge St between College St and Queen St	Quantitative Qualitative	Linear length (m) of daytime pedestrianizaton Linear length (m) of daytime pedestrianizaton Low / medium / high Low / medium / high risk High / medium / low ease High / medium / low level metres metres High / medium / low ease	Proposed Design Proposed Desig	Total Length: 380m Total Length: 380m Low Low risk Low risk Low risk Low risk Low risk Medium ease S80m Medium Amedium level Daytime: 571m Nightime: 873m S71m S71m S71m S71m S71m S71m S71m S71	Provides moderate space for public realm improvements. Pedestrianized blocks between Gerard and Dundas Sq provide 380m of continuous length for streetscape and public realm improvements. This supplements the furnishing and Taketing zone of 3.5m wide on each side between Gerard St and College St, and 2.7m wide between Dundas Sq and Queen St. Increased space available for on-street programming and events along length of Yonge St. Between College St and Gerard St, and between Dundas Sq and Queen St, the road will generally remain open at all times, therefore events using the road in these blocks will require road clocures and diversions to be implemented. Events using the road between Gerard St and Dunds S and Queen St, the road will generally rewrites in fitty take place during the rightlime. Layout caters for events and on-street programming. Road closures for events will be less difficult as no through traffic during daytime. Absence of dedicated bike lane poses conflict potential between vehicles and cyclists. Presence of pedestrianized blocks between Gerard St and Dunds Sa provides high degree of spearation between pedestrian and traffic. Fewer conflict points at Intersections (incluing between vehicles and cyclists) during the daytime, between Sture St and Gerard St due to pedestrianization and one-way restrictions. Reduced number of lanes and minimal lawe with bus is in operation. Deveright timed access for vehicles along full length of Yonge St minimizer risk of street fielting isolated and lacking in activity at right. Access for on-street economic activity, Presence of pedestrianized area between Gerard St and Toroides moderate space for on-street economic activity, maximising how this space and the central boulands Sq provides additional space for on-street economic activity, maximising how this space and the central boulands Sq and Gueen S1, furnishing and marketing zone. Frooides moderate space for runs treet at nighttime between 12:00MA and 7:00MA and St and College S1 and 3.5m wide	•	In a few areas of crowding, there won't be enough space for street furniture. Supports events near Yonge-Dundas Square and Ryerson Campus. Pedestrian priority zones protect active modes near Ryerson and where development is planned. Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is nigh. Higher costs associated with managing driving access restrictions from Dundas Square to Gerrard Street. Immed driving access restrictions from Dundas Square to Gerrard Street. Cood flexibility in the vicinity of Yonge-Dundas Square and section where development is planned.				

					SHORT LIST EVALUATION				OVERALL SUMMARY			
OBJECTIVE	CRITERIA ID	CRITERIA	DESCRIPTION	INDICATOR ID		QUALTIATIVE / QUANTITATIVE	UNITS (FOR QUANTITATIVE MEASURES) / LEVELS (FOR OLIALITATIVE MEASURES)		SUMMARY			
				M1.1	Pedestrian clearway area along Yonge St between College St and Ouegn St	Quantitative	square metres	Proposed Design				
					Length of sidewalk with peak hour Pedestrian Comfort Level (PCL) along Yonge St between College							
			Provides the opportunity to significantly improve	M1.2	St and Queen St in the following categories: comfortable; acceptable; at risk; unacceptable /	Quantitative	metres	DYBIA / City of Toronto				
	м1	Pedestrian Movement	adding space for movement both along and		uncomfortable Length of sidewalk not adjacent to motorized traffic along Yonge St between College St and Queen St: Quantitative Retres Proposed Design				Alternative 3 adds significant space for pedestrians to address crowding. Alternatives 2 and 4 also add significant space, but address crowding at busiest locations to a lesser degree.			
			across Yonge Street to accommodate rowing pedestrian volumes	M1.3	along Yonge St between College St and Queen St: daytime, nighttime	Quantitative	metres	Proposed Design	locations to a lesser degree.			
			pedestrian volumes.	M1.4	Degree of separation between pedestrians and traffic along Yonge St between College St and Queen Qualitative High / medium / low degree Proposed Design St.		Pronosed Design					
				1011.4	St	Quantative	ringit / mealain / low degree	inoposed besign				
					level of conflict between nedectrians and cyclists							
			Provides a major north-	M2.1	along Yonge St between College St and Queen St.	Qualitative	Low / medium / high level	Proposed Design	All alternatives include a new connection on University Avenue. Alternative 3			
	M2	Cycling	downtown and improved experience for cyclists on						provides the best cycling environment on Yonge St. Alternatives 2 and 4 provide a better cycling environment on Yonge St, but with one-way restrictions during the davtime			
			Yonge Street.	M2.2	cyclists along Yonge St between College St and Queen St	Qualitative	Low / medium / high level	Proposed Design				
				M3.1a	Change in surface transit average journey time on University Ave: AM peak	Quantitative	seconds	Aimsun				
				M3.1b M3.2a	Change in surface transit average journey time on University Ave: PM Peak Change in surface transit average journey time on	Quantitative Quantitative	seconds	Aimsun				
			Supports efficient operation of bus and	M3.2b	Bay St: AM peak Change in surface transit average journey time on Bay St: PM Peak	Quantitative	seconds	Aimsun				
Mobility	мз	Transit	by TTC to meet ridership demand and allows	M3.3a	Change in surface transit average journey time on College/Carlton St: AM peak	Quantitative	seconds	Aimsun	Alternative 1 has the least impact on transit operations, whereas Alternatives 2, 3 and 4 have a similar level of impact. In all alternatives, mitigation measures should be considered to minimize impact.			
,			streetscape improvements to surface transit stops and transfers	M3.3b M3.4a	College/Carlton St: PM Peak College in surface transit average journey time on	Quantitative Quantitative	seconds	Aimsun				
				M3.4b	Dundas St: AM peak Change in surface transit average journey time on Dundas St: PM Peak	Quantitative	seconds	Aimsun				
				M3.5a	Change in surface transit average journey time on Queen St: AM peak	Quantitative	seconds	Aimsun	-			
				M3.5b M4.1a	Queen St: PM Peak Change in traffic average journey time on University	Quantitative Quantitative	seconds	Aimsun				
				M4.1b	Ave: AM peak Change in traffic average journey time on University Ave: PM Peak	Quantitative	seconds	Aimsun				
				M4.2a	Change in traffic average journey time on Yonge St: AM peak	Quantitative	seconds	Aimsun				
				M4.2b M4.3a	PM Peak Change in traffic average journey time on Bay St:	Quantitative Quantitative	seconds	Aimsun				
				M4.3b	AM peak Change in traffic average journey time on Bay St: PM Peak	Quantitative	seconds	Aimsun				
			Provides suitable vehicle	M4.4a	Change in traffic average journey time on College/Carlton St: AM peak	Quantitative	seconds	Aimsun				
	M4	Driving	access to support business operation, tourism and	M4.4b M4.5a	College/Carlton St: PM Peak College in traffic average journey time on Dundas	Quantitative Quantitative	seconds	Aimsun	Alternative 1 has the least impact on traffic operations, whereas Alternatives 2, 3 and 4 have a similar level of impact. In all alternatives, mitigation measures should			
			servicing of the neighbourhood.	M4.5b	St: AM peak Change in traffic average journey time on Dundas St: PM Peak	Quantitative	seconds	Aimsun	be considered to minmize impacts.			
				M4.6a	Change in traffic average journey time on Queen St: AM peak	Quantitative	seconds	Aimsun				
				M4.6b	PM Peak	Quantitative	seconds	Aimsun				
				M4.7	Impact to access to off-street parking on Yonge St between College St and Queen St: daytime and nighttime	Qualitative	Low / medium / high	Aimsun				
				M4.8	Change in total traffic	Quantitative	vehicle-kilometres	Aimsun				
				M4.9	Change in average vehicle speed	Quantitative	km/hr	Aimsun				
	11	Pedestrian Experience	Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement.	L1.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Quantitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	All alternatives provide significant additional space for potential streetscape / public realm improvements along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space without affecting pedestrian crowding.			
Liveability	12	Events, Festivals and Parades	Supports Yonge Street's role as cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades.	L2.1	Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St	Qualitative	Linear length (m) of daytime pedestrianizaton	Proposed Design	All alternatives cater for events and on-street programming. Alternatives 2, 3 and 4 would better facilitate events that require closure of Yonge St, with Alternative 3 doing so most readily.			
	L3	Public Safety	Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by	L3.1	Level of conflict between modes along Yonge St between College St and Queen St	Qualitative	Low / medium / high	Proposed Design	Alternatives 3 and 4 have a greater positive impact on safety (compared to Alternatives 1 and 2), as they remove more conflicts.			
			providing space for lighting, sight lines and emergency services.	L3.2	Risk of Yonge St between College St and Queen St feeling unsafe at night	Qualitative	Low / medium / high risk	Proposed Design				
			1									
L	1			L3.3	Ease of emergency service vehicle access to the	Qualitative	High / medium / low ease	Proposed Design				
1				L3.3	Ease of emergency service vehicle access to the street	Qualitative	High / medium / low ease	Proposed Design				
	P1	Retail & Tourism	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore.	L3.3 P1.1	Ease of emergency service vehicle access to the street	Qualitative Quantitative	High / medium / Iow ease	Proposed Design Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding.			
Prosperity	P1	Retail & Tourism Cost Effectiveness	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to stop, dine and explore. Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards].	L3.3 P1.1 P2.1	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards.	Qualitative Quantitative Qualitative	High / medium / Iow ease metres Low / medium / high	Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for pation and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Altorative 3 is the most expensive, with Alternatives 2 and 4 falling in between.			
Prosperity	P1	Retail & Tourism Cost Effectiveness	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in a cost effective manner (note that this is considered from the Short List Selection onwards).	P1.1	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College 47 and Ouene 99	Qualitative Quantitative Qualitative Qualitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow Ievel	Proposed Design Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alternative 3 is the most expensive, with Alternatives 2 and 4 falling in between.			
Prosperity	P1	Retail & Tourism Cost Effectiveness	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to stop, dine and explore. Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for cide ba ¹¹	L3.3 P1.1 P2.1 P3.1	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St	Qualitative Qualitative Qualitative Qualitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow Ievel	Proposed Design Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative I is the cheapest and Alterative 3 is the most expensive, with Alternatives 2 and 4 falling in between.			
Prosperity	P1	Retail & Tourism Cost Effectiveness Curbside Activity	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to stop, dine and explore. Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride halling, goots movement and municipal services to support	P1.1 P2.1 P3.1	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride halling services: daytime and nightime	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow level metres	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for pation and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alterative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives retain appropriate access for ride hailing, goods movement and municipal services, but Alternative 1 offers the most access during the day and Alternative 3 offers the least. An intermediate level of access is provided in Alternative 3 offers the least. An intermediate level of access is provided in Alternatives and 4.			
Prosperity	P1 P2 P3	Retail & Tourism Cost Effectiveness Curbside Activity	Support's Yonge Street's role as a priority retail street by ading space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in a cost effective manner (note that this is hort List Selection onwards). Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.	P1.1 P2.1 P3.2	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of Yonge St available for construction of	Qualitative Qualitative Qualitative Qualitative Qualitative	High / medium / low ease metres Low / medium / high High / medium / low level metres	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alternative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives retain appropriate access for ride halling, goods movement and municipal services, but Alternative 1 offers the most access during the day and Alternatives 2 and 4.			
Prosperity	P1	Retail & Tourism Cost Effectiveness Curbside Activity	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a plessant experience to shop, dine and explore. Improves Yonge Street in a cost effective mamer [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride halling, goods movement and municipal services to sypport business and tourism.	P1.1 P2.1 P3.1 P3.2 P3.3	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime	Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow level metres metres	Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yong St. Alternatives with more dayline pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alternative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives retain appropriate access for ride halling, goods movement and municipal services, but Alternative 1 offers the most access is provided in Alternatives 2 and 4.			
Prosperity	P1 P2 P3 S1	Retail & Tourism Cost Effectiveness Curbside Activity Natural Environment	Support's Yonge Street's role as a priority retail street by adding space for paroxing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	P1.1 P2.1 P3.1 P3.2 P3.3 S1.1	Ease of emergency service vehicle access to the street street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors and Queen St terms and street vendors and Queen St vendous approximation that provide opportunities for tree planting on Yonge St between College St and Queen St vendous and the street vendors and Queen St vendous and the street vendous street	Qualitative Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative	High / medium / low ease metres Low / medium / high High / medium / low level metres metres metres	Proposed Design	All alternatives provide significant additional space for paties and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Altorative 3 is the most expensive, with Alternatives 2 and 4 failing in between. Alt alternatives retain appropriate access for ride hailing, goods movement and municipal services, but Alternative 1 offers the most access during the day and Alternatives 2 and 4.			
Prosperity	P1 P2 S1	Retail & Tourism Cost Effectiveness Curbside Activity Natural Environment	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore. Improves Yonge Street in a cost effective manner [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride halling, goods movement and municipal services to support business and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	P1.1 P2.1 P3.1 P3.2 S1.1 S2.1	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significant investment in Yorther	Qualitative Qualitative Qualitative Qualitative Qualitative Quantitative Quantitative Quantitative Quantitative Qualitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow level metres metres metres High / medium / Iow ease	Proposed Design	All alternatives provide significant additional space for pation and vending along the length of Yongs St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alterative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives zertain appropriate access for ride halling, goods movement and municipal services, but Alternative 1 offers the most access during the day and Alternatives 2 and 4. Alternative 1 offers the most access is provided in Alternatives 2 and 4.			
Prosperity	P1 P2 P3 S1 S2 S2	Retail & Tourism Cost Effectiveness Curbside Activity Natural Environment Fiexibility & Innovation	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant and explore. Improves Yonge Street in a cost effective manner (note that this is considered from the short List Selection onwards). Supports appropriate access and level of service for rich ealing, goods movement and municipation services to support business and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting. Provides flexible and adaptable street design that can respond to changing demands and needs.	P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.1 S2.2	Ease of emergency service vehicle access to the street Length of street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Langth of Yonge St available for construction of layby accessible during daytime Length of Yonge St and Queen St Length of street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St Ease of altering operation in the future to reflect changing pattern of use on Yonge St, without requiring significant investment in further construction construction. Ease of altering physical elements along Yonge St between College St and Queen St	Qualitative	High / medium / Iow ease metres Low / medium / high High / medium / Iow level metres metres High / medium / Iow ease High / medium / Iow ease	Proposed Design	All alternatives provide significant additional space for patios and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alternative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives relain appropriate access for ride halling, goods movement and municipal services, but Alternative 1 offers the most access during the day and Alternatives 2 and 4. Alternatives 2 and 4. Alternatives 2 and 4.			
Prosperity Sustainability	P1 P2 P3 S1 S2	Retail & Tourism Cost Effectiveness Curbside Activity Natural Environment Flexibility & Innovation	Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a plessant and explore. Improves Yonge Street in a cost effective mamer [note that this is considered from the Short List Selection onwards]. Supports appropriate access and level of service for ride halling, goods movement and municipal services to styport business and tourism. Supports a healthier and more resilient streetscape by providing opportunities for tree planting. Provides flexible and adaptable street design that can respond to changing demands and needs.	 P1.1 P2.1 P3.1 P3.2 P3.3 S1.1 S2.1 S2.2 	Ease of area physical elements along Yonge St. Were the street dedicated to daytime pedestrianization on Yonge St between College St and Queen St for potential patios, store frontages and street vendors Relative cost of supply and installation for bollards. Access to laneways and servicing areas along Yonge St between College St and Queen St Length of Yonge St accessible to taxis and ride hailing services: daytime and nighttime Length of Yonge St available for construction of laybys accessible during daytime Length of Street with daytime pedestrianization that provides opportunities for tree planting on Yonge St between College St and Queen St on Yonge St, without Tease of altering physical elements along Yonge St between College St and Queen St on regular and short term basis	Qualitative	High / medium / low ease metres Low / medium / high High / medium / low level metres metres metres High / medium / low ease High / medium / low ease High / medium / low ease	Proposed Design	All alternatives provide significant additional space for pation and vending along the length of Yonge St. Alternatives with more daytime pedestrianisation increase the potential to make use of this space and the central boulevard without affecting pedestrian crowding. Costs differ depending on level of management needed for time of day access. Alternative 1 is the cheapest and Alternative 3 is the most expensive, with Alternatives 2 and 4 falling in between. All alternatives retain appropriate access for ride hailing, goods movement and municipal services, but Alternative 1 offers the most access furing the day and Alternatives 2 and 4. Alternative 1 offers the most access is provided in Alternatives 2 and 4.			