

9 Alternative Solutions

Fifty-six (56) long-list solutions were developed early in the Study, which were developed based on recommendations from the public, stakeholders, the City of Toronto, and the study consultant team. The long list also included existing planning study projects that were considered for carrying forward. The long-list of solutions was divided into four (4) categories: Pedestrian and Cyclist, Transit, Road Intersection, and Road Infrastructure improvements. This list of solutions was screened at a high level based on the criteria outlined in **Table 9-1** to determine a viable short-list that was later tested through a more rigorous screening process to define the recommended solutions.

Table 9-1. High Level Screening Criteria

High Level Screening Criteria	Indicators
Problem and Opportunity Statement	<ul style="list-style-type: none"> a) Does it address the problem and opportunity statement? <ul style="list-style-type: none"> i. Does it improve travel connections through a finer street grid? ii. Does it establish Yorkdale as a transit hub? iii. Does it improve connections to promote walking and cycling? iv. Does it make streets safe to all users? v. Does it improve access and safety to/from municipal highways and provincial expressways?
Strategic / Policy	<ul style="list-style-type: none"> a) Does it support/comply with Regional Transportation Policies? b) Does it support/comply with the City Transportation Policies? c) Does it support the City's Official Plan? d) Does it support/comply with the following plans? <ul style="list-style-type: none"> i. Metrolinx 2041 Regional Transportation Plan ii. Dufferin Street Secondary Plan iii. Lawrence-Allen Secondary Plan
Technical / Construction Feasibility	<ul style="list-style-type: none"> a) What are the impacts to existing water, utility, stormwater, and sewer infrastructure? b) Does existing infrastructure need to be modified? c) What is the level of difficulty for construction?

High Level Screening Criteria	Indicators
Order of Magnitude Cost	a) What are the order of magnitude construction costs (including streetscaping/landscaping)? b) Impacts to property and property acquisition costs *This criterion was later removed from the high-level screening as it would eliminate many larger infrastructure solutions.

A detailed evaluation of the long-list solutions is provided in **Appendix F**. Of the fifty-six (56) long-list solutions, forty-three (43) solutions were selected to be carried forward as the short-list solutions. The following sections summarize the results of the high-level screening.

9.1 Long-list Pedestrian and Cycling Solutions Evaluation Results

Seventeen (17) pedestrian and cycling solutions were developed to improve travel connections through a finer street grid and improve connections to promote walking and cycling. **Table 9-2** summarizes the results of the high-level screening for pedestrian and cycling solutions. All proposed pedestrian and cycling solutions were carried forward to the short-list, except for Solution 25B as sidewalks on both sides are not necessary for all public roads. **Figure 9-1** and **Figure 9-2** illustrate the pedestrian and cycling solutions that were carried forward.

Table 9-2. High-level Screening results for Pedestrian and Cycling Solutions

No.	Description	Carried Forward
21A	Pedestrian and Cycling Bridge (east-west) over Barrie GO Rail Corridor Connecting Floral Parkway to Bridgeland Avenue	
21B	Pedestrian and Cycling Bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Road to Cartwright Avenue	
22	Pedestrian and Cycling Bridge (north-south) Bridgeland Avenue to Whitley Avenue/Northgate Drive (at Anthony Road School Park)	
23	Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way	
24	Baycrest Park Pedestrian/Cycling Switchback Ramp/Stairs	
25A	Add sidewalks to local roads with no sidewalks	

No.	Description	Carried Forward
25B	Complete roads with sidewalk on both sides for existing and new public local roads	✗
26A	Continuation of Pedestrian and Cycling Facilities from 21A along Bridgeland Avenue	✓
26B	Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue	✓
27	North-South Access on Highland Hill	✓
28	East-west Cycling facilities on Yorkdale Greenway	✓
33	East-west Cycling facilities on Yorkdale High Street	✓
34	Cycling facilities on Yorkdale Road and under Allen Road connecting to Baycrest Park	✓
35	North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Road to Yorkdale High Street	✓
36	Large scale mobility hub – Ride Share and Bike Share (GO Bus Terminal)	✓
37	Small scale mobility hub – Bike Share (Yorkdale Green)	✓
38	Small scale mobility hub – Bike Share (Dufferin Park)	✓

Figure 9-1. High-Level Screening Results – Study Area Pedestrian and Cycling Solutions

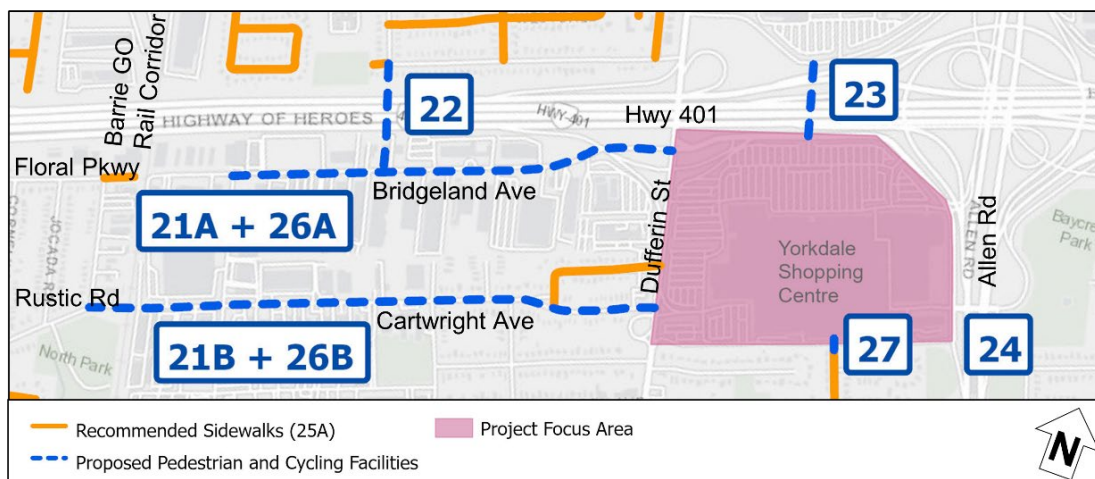
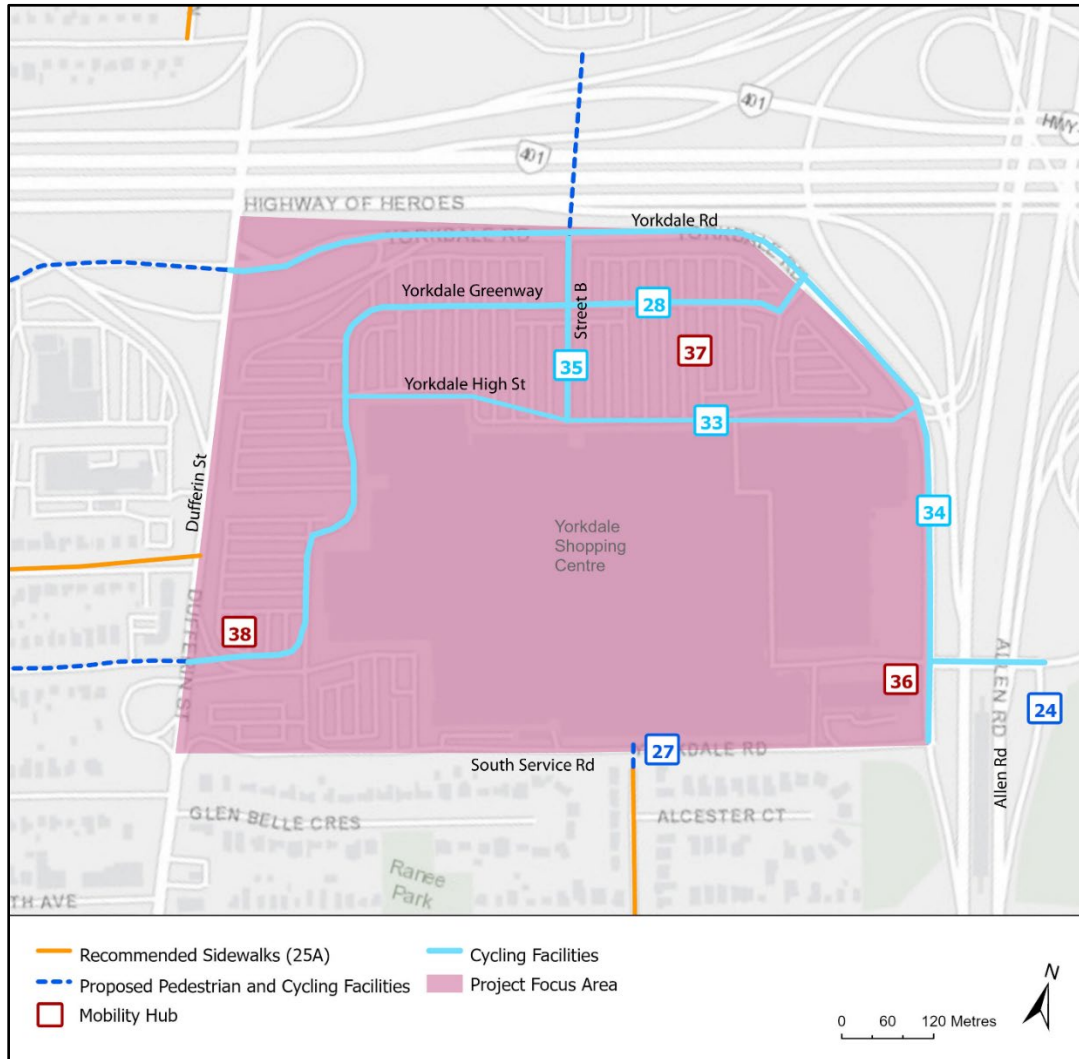


Figure 9-2. High-Level Screening Results – Focus Area Pedestrian and Cycling Solutions



9.2 Long-list Transit Solutions Evaluation Results

Nine (9) transit solutions were developed to help establish Yorkdale Shopping Centre as a transit hub by improving services, operational reliability, and access to TTC and GO Transit. **Table 9-3** summarizes the results of the high-level screening for transit solutions. All proposed transit solutions were carried forward to the short-list, except for Solutions 20B and 20C as relocation of the GO Bus Terminal is not feasible. **Figure 9-3** and **Figure 9-4** illustrate the transit solutions that were carried forward and screened out.

Table 9-3. High-level Screening results for Transit Solutions

No.	Description	Carried Forward
17	Dufferin Street Transit Priority (Transit/HOV Lane) – from Dufferin Street Secondary Plan	
18A	Two-way service on Yorkdale Road – Yorkdale High Street to Street B	
18B	Two-way service on Yorkdale Road – Yorkdale High Street to Dufferin Street	
18C	Two-way service on Yorkdale Road – Yorkdale Greenway to Street B	
18D	Two-way service on Yorkdale Road – Yorkdale Road with turnaround at Yorkdale GO	
19	Expanded Transit Service along Ranee Avenue (connecting Dufferin Street to Bathurst Street)	
20A	Retention and expansion of the GO Bus Terminal	
20B	Relocation of the GO Bus Terminal within Yorkdale	
20C	Relocation of the GO Bus Terminal off site	

Figure 9-3. High-Level Screening Results – Study Area Transit Solutions

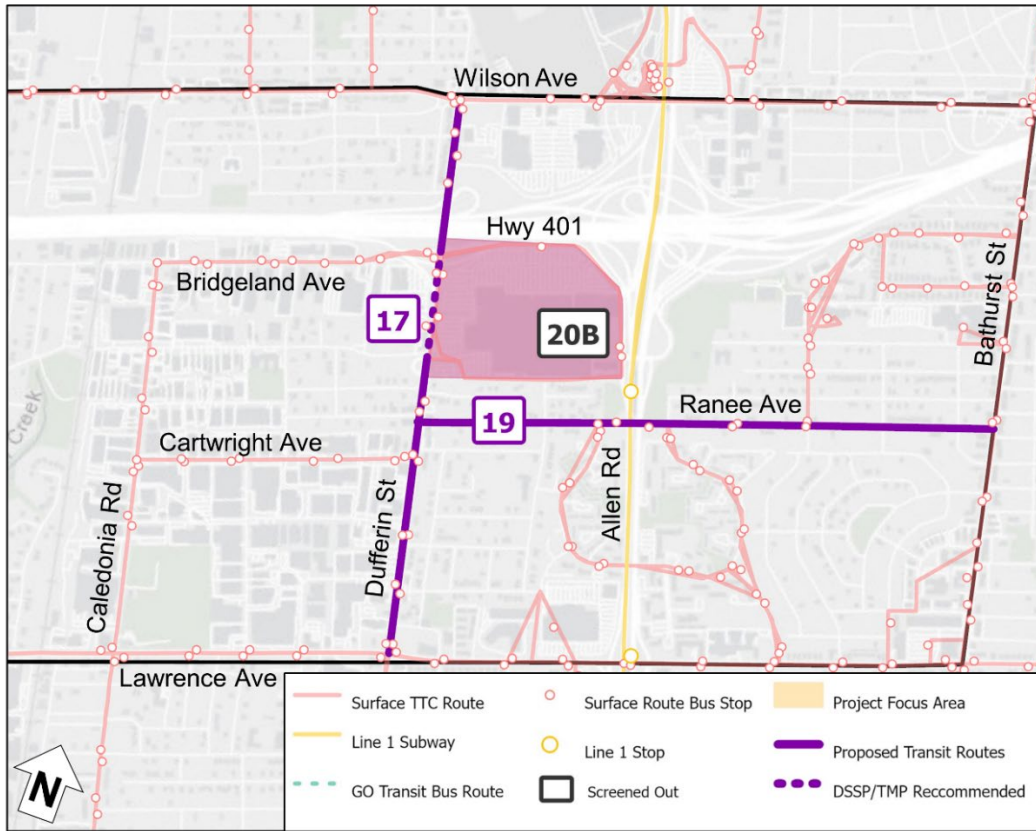
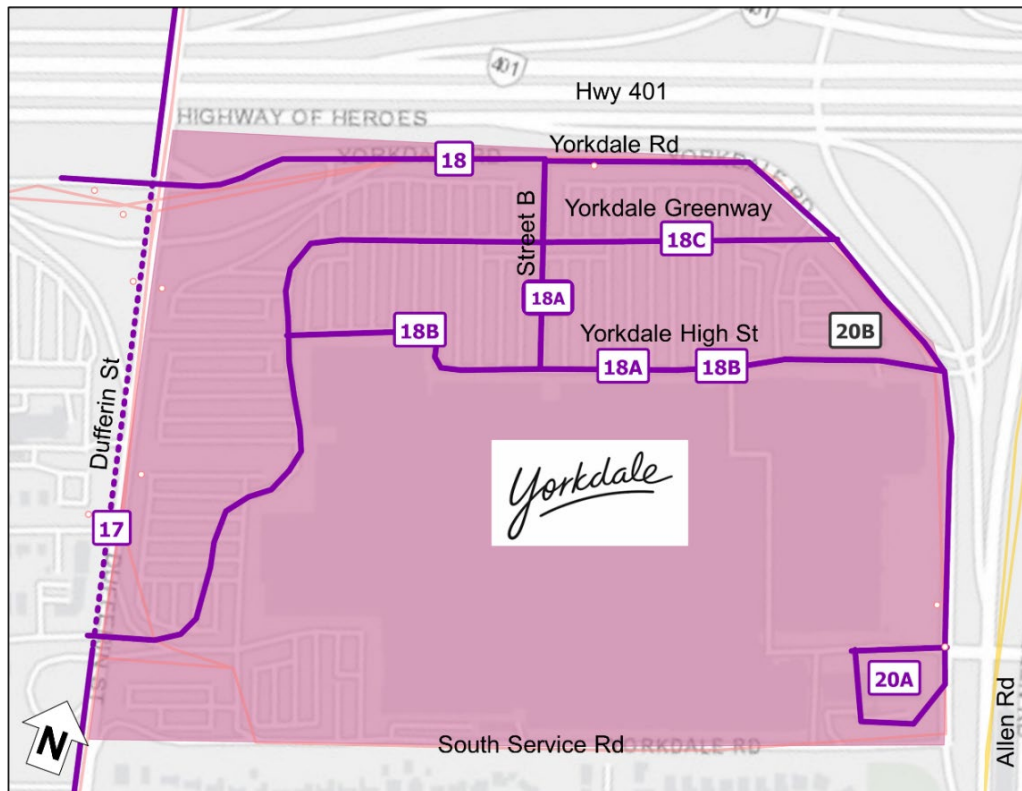


Figure 9-4. High-Level Screening Results – Focus Area Transit Solutions



9.3 Long-list Road Intersection Solutions Evaluation Results

Fourteen (14) intersection solutions were developed to improve travel connections through a finer street grid and help design streets to safely accommodate all users.

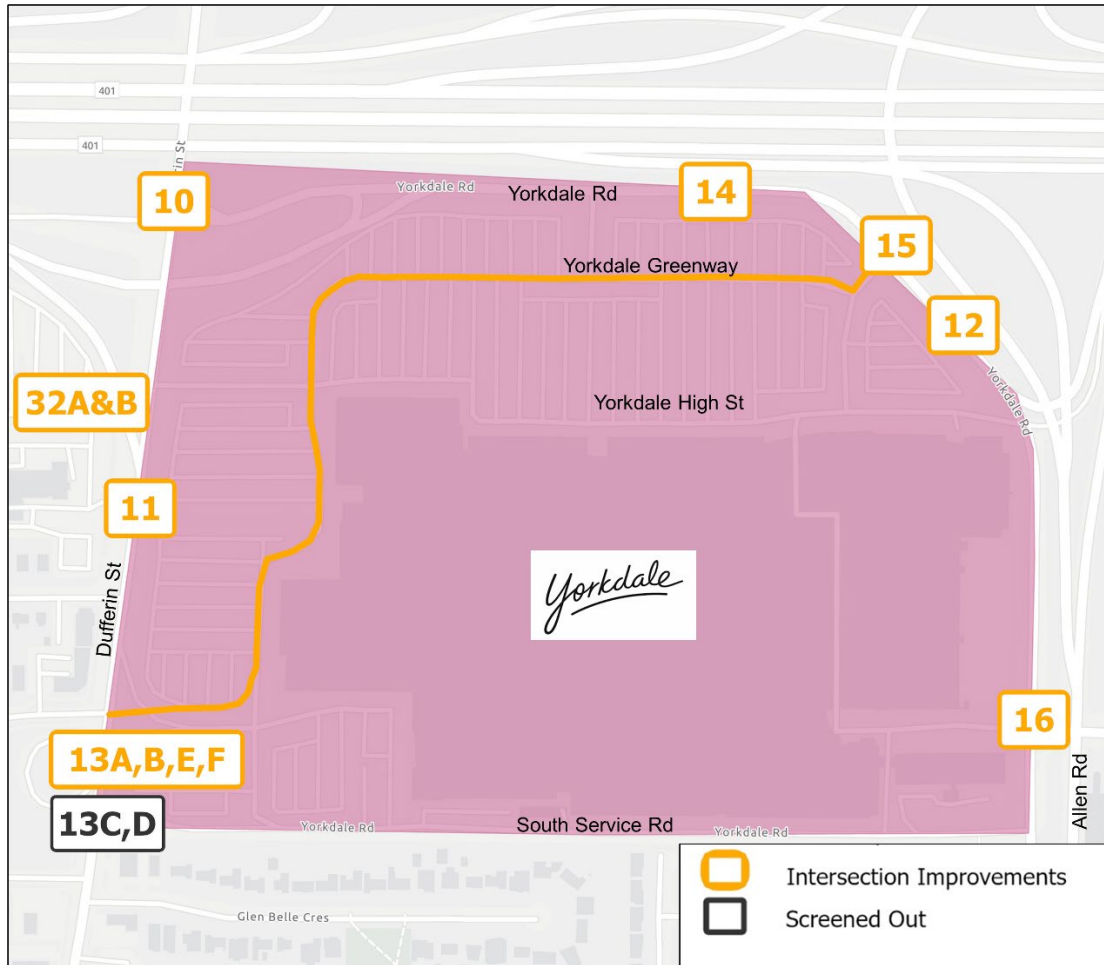
Table 9-4 summarizes the results of the high-level screening for road intersection solutions. All proposed intersection solutions were carried forward to the short-list, except for Solutions 13C and 13D as they would require major infrastructure changes that would result in significant impacts to traffic operations. **Figure 9-5** illustrates the road intersection solutions that were carried forward and screened out.

Table 9-4. High-level Screening results for Road Intersection Solutions

No.	Description	Carried Forward
10	Allow southbound left turn for all vehicles at the intersection of Dufferin Street/Bridgeland Avenue	
11	Honda access and Yorkdale access to be normalized (aligned) with no offset. Southbound left turn permitted with no possible movement from 401 off ramp	
12	Unsignalized truck access	
13A	Do nothing at McAdam Loop	
13B	Street level 4-leg signalized intersection at Cartwright Avenue with no McAdam Loop ramp	
13C	Street level 3-leg signalized intersection	
13D	Street level 4-leg signalized intersection at South Service Road	
13E	Maintain inbound and outbound access to McAdam Loop and signalized intersection at South Service Road	
13F	Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue/ Yorkdale Greenway	
14	New signalized full access to parking garage	
15	New unsignalized access on Yorkdale Road (Yorkdale Greenway connecting to Dufferin Street)	
16	Contra-flow southbound left-turn on Yorkdale Road	
32A	401 eastbound off-ramp to Dufferin Street – Retain southbound curb lane for Transit/HOV	

No.	Description	Carried Forward
32B	401 eastbound off-ramp to Dufferin Street – closed curb lane north of ramp	✔

Figure 9-5. High-level Screening results - Road Intersection Solutions



9.4 Long-list Infrastructure Solutions Evaluation Results

Sixteen (16) infrastructure solutions were developed to improve travel connections through a finer street grid and improve access to / from municipal expressways and provincial highways, while having regard for the safety of all users. **Table 9-5** summarizes the results of the high-level screening for infrastructure solutions. Eight (8) infrastructure solutions were carried forward. **Figure 9-6** illustrates the road intersection solutions that were carried forward and screened out.

Table 9-5. High-level Screening results for Infrastructure Solutions

No.	Description	Carried Forward
1A	Caledonia Road extension under Highway 401	✓
1B	Extension under Highway 401 to Bridgeland Avenue	✓
1C	New road crossing Highway 401 – Bridgeland Avenue to Northgate Drive (alternative option to 1A and 1B)	✗
2A	New road crossing Barrie GO Rail Corridor – Floral Parkway to Bridgeland Avenue	✗
2B	East-west road connection Rustic Avenue to Cartwright Avenue	✓
3A	New Highway 401 eastbound off-ramp to Bridgeland Avenue	✗
3B	New off-ramp – Highway 401 eastbound to Bridgeland Avenue at Caledonia Road	✗
3C	New Highway 401 eastbound off-ramp to Bridgeland Avenue	✓
4A	Highway 401 westbound off-ramp to Dufferin Street	✓
4B	Highway 401 westbound off-ramp to Dufferin Street	✓
5	New road – Yorkdale Road to Billy Bishop Road crossing Highway 401	✗
6A	New on-ramp – Dufferin Street northbound to Highway 401 eastbound collector. Option for roundabout with 5-legged intersection or signalized intersection with 4 legs	✓
6B	New on-ramp – Dufferin Street to Highway 401 (alternative option to new on-ramp 6A)	✗
8	Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	✓
9	Yorkdale Road extension – existing eastern limit (TTC entrance) to Varna Drive extension	✗
31	New road – north-south access on Highland Hill	✗

Figure 9-6. High-level Screening results - Infrastructure Solutions

