

Yorkdale Transportation Master Plan

Date: June 23, 2022

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Ward 8 – Eglinton Lawrence

SUMMARY

The Yorkdale Transportation Master Plan (YTMP) study area is located in west-central North York. Today the area is comprised of a mix of commercial, residential and retail uses, including Yorkdale Mall. Yorkdale Mall is Canada's leading regional shopping destination and a major attraction for residents and tourists in the Greater Toronto Area (GTA). The shopping centre attracts over 22 million annual visitors, is home to over 250 stores, and has 4,580 full time equivalent employees.

With significant plans for growth and development both on the shopping centre lands as well as areas along the Dufferin Street corridor, it is imperative that the Yorkdale Transportation Master Plan (TMP) develop transportation programs, policies and infrastructure to address the current and future mobility needs of the area.

The area's transportation network consists of Line 1 Yonge-University Subway Line, Yorkdale GO Bus Terminal, GO Barrie Rail Corridor, Highway 401, the Allen Road, and the following major arterials: Dufferin Street, Wilson Avenue and Lawrence Avenue.

In 2019, City Council directed Transportation Services to undertake the Yorkdale Transportation Master Plan (TMP). This report summarizes the outcomes of the TMP process under the Municipal Class EA (MCEA) process to consider transportation needs and to support current and longer-term (20+ years) redevelopment of the area. The TMP seeks to address current problems and meet future needs by:

- Improving travel connections through a finer street grid;
- Establishing Yorkdale Mall as a multi-modal transit hub by improving services, operational reliability and access to TTC and GO Transit;
- Improving active transportation connections to promote walking and cycling;
- Designing streets to safely accommodate all users;
- Improving access to / from municipal expressways and provincial highways while protecting for the safety of all users; and,
- Improving streetscapes and the public realm, consistent with the future vision for the area.

The recommended preferred solution provides a continuous, multi-modal transportation network that accommodates all users while supporting reinvestment of City-owned land for public objectives. The proposed street network, streetscape, and active transportation improvements associated with the preferred solution will provide a positive mobility environment for drivers, pedestrians and cyclists, support the City's Cycling Network Plan, and provide new routing opportunities for the TTC and GO Transit. The preferred solution proposes a number of improvements to the transportation network including mobility hubs, two pedestrian and cycling bridges, a Dufferin Street transit priority lane, two-way bus service on Yorkdale Road, retention and expansion of the GO Bus Terminal at Yorkdale Mall, a modified Allen Road northbound on-ramp to westbound and eastbound Highway 401, and the extension of Caledonia Road under Highway 401.

The more complex projects will require completion of additional phases of the MCEA process to confirm a final design in anticipation of construction. Environmental Assessment Schedules associated with each improvement are identified in Table 2.

The Yorkdale TMP is a long-term plan. The majority of the improvements identified in the preferred solution are to be achieved in coordination with area development with the intention of shared costs through development charge credits. Capital costs include the implementation of the pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way, the pedestrian and cycling bridge (east-west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue, improvements to the Allen Road northbound on-ramp and the Caledonia Road extension under Highway 401. Third party contributions will be sought to assist with funding these larger infrastructure pieces.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the Yorkdale Transportation Master Plan as presented in this staff report and Attachments 1,2,3,4 and 5.
2. City Council authorize the General Manager, Transportation Services to prepare the Yorkdale Transportation Master Plan based on the preferred street, transit, cycling and pedestrian network solutions, issue the Notice of Completion and put the Transportation Master Plan in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process.

FINANCIAL IMPACT

The capital cost for the implementation of the preferred solution, based on preliminary estimates, ranges from \$356 to \$458 million dollars over a plus 20 year span. Table 1 itemizes the costs associated with the implementation of the preferred solutions in 2022 dollars. Table 4 itemizes the property cost estimate by preferred solution in 2022 dollars, which totals \$58.8 million.

Table 1 – Preliminary Cost Estimate for the Implementation of Preferred Solutions

Preferred Solution	Cost
1A: Caledonia Road extension under Highway 401 Mining Open Cut	\$174 - \$212 M \$129 - \$175 M
8: Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	\$8 - 12 M
13F: Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway	\$1.1 - \$1.5 M
16: Contra-flow southbound left-turn on Yorkdale Road	\$5.2 - \$7.4 M
21B: Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	\$3 - \$3.6 M
23: Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way	\$23.4 - \$28.6 M
34: Cycling facilities on Yorkdale Road East-west segment (Dufferin Street to Allen Road off-ramp) North-south segment (Allen Road off-ramp to South Service Road)	\$4.5 - \$6.4 M \$500 - \$700 K
Dufferin Street: Cycle Facilities and Urban Design Improvements	\$7.7 - \$10.5 M
Total	\$356 - \$458 M

No provision has been made for these projects in the Transportation Services' 2022-2031 Capital Plan. Funding for these projects will be considered as part of future year budget processes.

Subject to Council's approval of this report, staff will develop a funding strategy to identify potential funding sources to implement the preferred solutions identified in the Yorkdale TMP. Any potential City funding requirements would be considered as part of future year Capital Budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On November 30, 2011, City Council approved the Lawrence-Allen Secondary Plan, adopting Official Plan Amendment (OPA) No.162, which contains policies to guide the revitalization of Lawrence Heights. At the same meeting, City Council adopted the Lawrence-Allen Community Services and Facilities Strategy, Transportation Master Plan, Urban Design Guidelines and Financial Strategy and endorsed the Infrastructure Master Plan. A link to the City Council decision can be found at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY11.24>

The Dufferin Street Secondary Plan (OPA 294), Transportation Master Plan, Infrastructure and Stormwater Master Plan, and Urban Design Guideline recommendations were adopted by North York Community Council at its November 10th, 2015 meeting. The report was recommended to City Council with amendments. On December 9, 2015, City Council adopted the recommendations of North York Community Council, the Dufferin Street Transportation Master Plan, the Secondary Plan, and Urban Design Guidelines. A copy of the City Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY10.42>

On June 5, 2017, the Official Plan and Zoning By-law Amendment application (17 168973 NNY 15 OZ) was submitted by the owners as part of the ongoing settlement discussions. The application proposes a comprehensive mixed-use Block Master Plan for the Yorkdale Mall site (3401 Dufferin Street and 1 Yorkdale Road). The proposed Official Plan Amendment would amend the Dufferin Street Secondary Plan (Block 14) to extend its boundaries to include the entirety of the Yorkdale Mall site whereas the present Secondary Plan boundary only includes a portion of the subject site with frontage onto Dufferin Street. The application also proposes to amend the former City of North York Zoning By-law 7625 to permit the proposed mixed use development and establish appropriate performance standards for same.

The Yorkdale Mall Block Master Plan is presently being reviewed by City staff and a future Community Consultation Meeting is to be scheduled to provide the public an opportunity to provide comments on the proposed development. The details of the Yorkdale Mall Block Master Plan are available at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yorkdale-shopping-centre-block-master-plan/>.

The City's 10-Year Cycling Network Plan was adopted by City Council at its June 9, 2016 meeting and is expected to serve as a comprehensive roadmap and work plan, outlining the City's planned investments in cycling infrastructure. On July 17, 2019 Toronto City Council approved the 2019 Cycling Network Plan Update, which provided an updated timeframe to improve road work coordination, accountability, and implementation. On December 15, 2021 Toronto City Council approved the 2021 Cycling Network Plan Update. A copy of the most recent City Council decision can be found here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9>

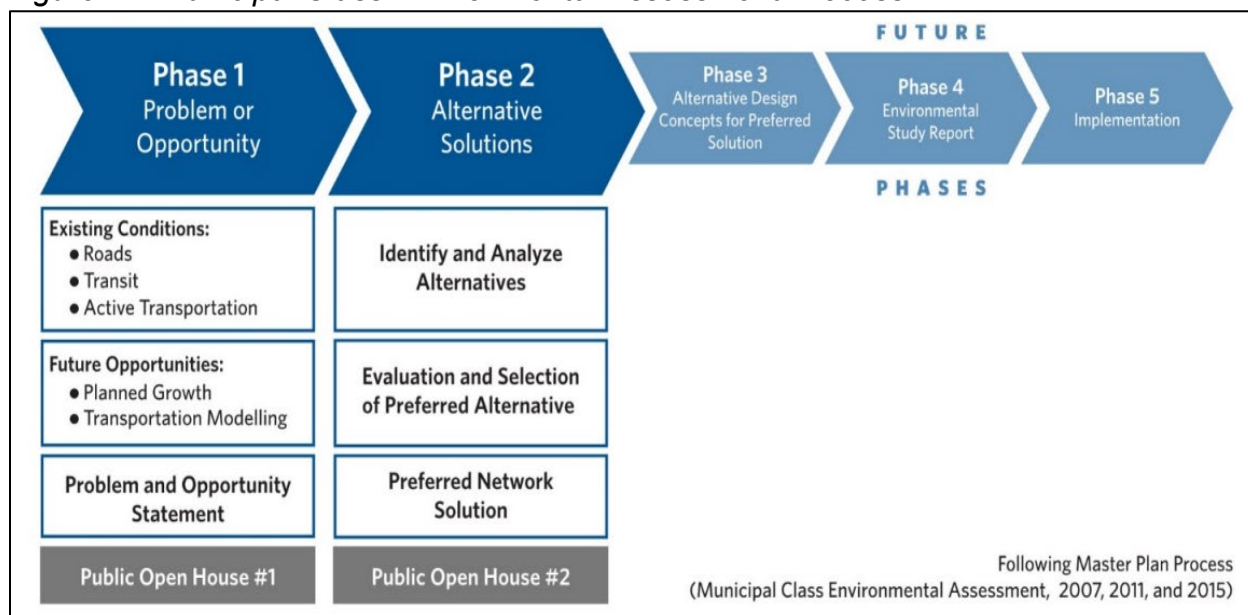
COMMENTS

Municipal Class EA Process

The Yorkdale TMP study has been completed in accordance with the requirements for a Master Plan project (Approach #2) under the MCEA and completes Phase 1 (identification of the problem or opportunity) and Phase 2 (identification and evaluation of alternative solutions). Figure 1 outlines the complete MCEA process.

The TMP identifies and recommends projects that comprise the preferred solution, including the identification of any projects that would require an MCEA Schedule C process, and provide the basis for future investigations for the different projects. Schedule C projects have to fulfill Phase 3 (identification and evaluation of alternative design concepts) solutions and Phase 4 (completion of an Environmental Study Report (ESR)) of the MCEA process prior to filing an ESR for public review. Phase 3 and 4 require further public consultation and will refine the solutions identified during the current Phase 2 process.

Figure 1 – Municipal Class Environmental Assessment Process



Study Area Overview

The Yorkdale TMP is comprised of two study areas located within the west-central portion of North York. The larger study area is bounded by Keele Street, Bathurst Street, Wilson Avenue and Lawrence Avenue West. Infrastructure improvements were considered within this area to address the broader problems and opportunities identified in this study. The Project Focus Area, known as the Block Master Plan Study Area, covers the area associated with the Yorkdale Mall lands and considers specific improvements to accommodate future development associated with Yorkdale Mall. A map showing the two study areas is included in Figure 2.

Figure 2 – Study Area



Existing Conditions

Land Use

The Official Plan outlines the land use designations within the study area as mainly Neighbourhoods east of Allen Road, with Apartment Neighbourhoods, mixed use areas, Institutional Area and Parks. On the west side of Allen Road, there are lands designated as Mixed Use Areas, Apartment Neighbourhoods, Neighbourhoods, and Parks, and, a large area designated as Employment Area between Keele Street and Dufferin Street. North of Hwy 401, the lands are designated Employment Areas, Regeneration Area, Mixed Use Areas, Apartment Neighbourhoods, Neighbourhoods and Parks.

Street Network

The larger study area street network is based on an historic concession road grid and was further built out in the 1960s and 1970s to support an auto-oriented street network. The Yorkdale Mall and adjacent residential and employment areas are supported by a network of highway, expressway, arterial, collector, and local streets.

Dufferin Street is a primary north-south major arterial serving the area. Yorkdale Road provides direct access to the Yorkdale Mall and provides connections between the Allen Road and Highway 401. Yorkdale Mall is situated south of Highway 401 between Allen Road and Dufferin Street providing exposure and highway access. Major road infrastructure barriers like highway 401, Allan Expressway and the Barrie GO line also create limited direct access to/from the larger study area. Highway 401, the Allen Road, and large swaths of surface parking act as a barrier to pedestrians and cyclists.

Collision Analysis

A safety assessment and collision review was completed for the larger study area. The analysis is based on intersection-related and segment-related collision records from the

City of Toronto's Data and Analytics Unit. The collision records are for the years between 2013 and 2018. There were 6,081 collisions reported between 2013 and February 2018 along public roads in the study area. Most collisions were observed at the major intersections of arterial roads, the Allen Road interchange at Lawrence Avenue West, and the Bridgeland Avenue /Dufferin Street intersection.

Pedestrian Network

There are several gaps in the pedestrian network that limit safe and comfortable pedestrian connections between Dufferin Street and the broader community, thereby limiting pedestrian access to the Yorkdale Mall, the Yorkdale Subway Station and the GO Bus Terminal. Other streets which provide direct access to the shopping centre only have sidewalks on one side. A significant number of streets in the larger study also only have a sidewalk on one side of the street.

Overall, the existing level of connectivity and accessibility for pedestrians is less than desirable. The streets in the study area are unsuccessful from a place-making perspective, heavily dominated by vehicle uses with little pedestrian infrastructure, amenities, soft landscaping and street tree planting. The pedestrian environment is particularly in need of attention along main arterials such as Dufferin Street.

Cycling Network

There are no existing cycling facilities providing direct access to the Yorkdale Mall, and minimal cycling facilities exist within the broader community. Current cycling volumes are low and can be largely attributed to the poor cycling environment along main access points to the shopping centre. Poor cycling connections between neighbourhoods are also caused by physical barriers created by the highway and rail network. The only dedicated cycling facility in the study area is located along a 250 metre segment of Ranee Avenue between Flemington Road and Varna Drive. This on-road bike lane provides cyclists with a dedicated space below the Allen Road, and connects to a path through Yorkdale Park.

Signed bike routes along Ridgevale Drive and Lynnhaven Road also are part of the existing cycling network, yet offer limited access to key destinations, like the Yorkdale Mall.

The proposed redevelopment of the Yorkdale Mall area will create opportunities to fill in the gaps of the disjointed cycling network and allow better connectivity to future development and the shopping centre itself.

Natural Heritage

A review of the natural heritage features in the study area was carried out in consultation with the Ministry of Natural Resources and Forestry (MNRF), the Toronto Region Conservation Authority (TRCA) and the City of Toronto. The study area is highly urbanized and natural features are generally limited to manicured lawns and gardens with ornamental trees. One wooded area is located along the Barrie GO rail corridor, which could be impacted by the proposed Solution 21B - Active Transportation Bridge (east-west) connecting Rustic Road to Cartwright Avenue. The area south along Rustic Road between Jocada Road and Connie Street would impact the Fresh-Moist Willow Lowland Deciduous Forest (FOD7-3) vegetation community. None of the other active

transportation, transit or roadway improvements will impact terrestrial or aquatic natural heritage features. Many of the proposed active transportation, transit and street improvements will have an impact on boulevard trees located within the study area which are subject to Toronto's Tree Protection By-laws.

Cultural Heritage

The results of background historical research and a review of secondary source material, including historic mapping, revealed a densely-developed residential and industrial study area with a rural land use history dating back to the early-nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are four previously identified Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) within the Yorkdale Transportation Master Plan study area. No additional potential BHRs or CHLs were identified following field review. The preferred alternatives for active transportation, transit, and auto infrastructure and transportation improvements are not adjacent to any identified BHRs or CHLs, and no direct or indirect impacts to any identified BHRs or CHLs are anticipated.

Archaeological Resources

A Stage 1 Archaeological Assessment (AA) was completed for the study area to determine areas that may have the potential to contain archaeological resources. A desktop review of available geography, history, previous archaeological fieldwork, and the City of Toronto's Interim Archaeological Potential dataset was carried out. The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the study area, but not within 50 metres of the Project Focus Area. Parts of the Project Focus and Study Area have been cleared of further archaeological concern through previous archaeological assessment and do not require further assessment. Parts of the study area exhibit archaeological potential and will require Stage 2 assessment prior to any future developments.

Study Drivers

Study drivers include the Official Plan and Zoning By-law Amendment application for the proposed redevelopment of the Yorkdale Mall site. Two previous TMP studies (Lawrence Allen TMP and Dufferin Street TMP) completed in the area identified the need for transportation improvements to address various deficiencies within their respective Secondary Plan areas. Recommendations from these studies informed the development of the TMP alternative solutions, and the TMP study benefitted from the extensive analysis and consultation undertaken as part of these studies. In addition, the Yorkdale Block Master Plan, currently under development, will inform land use, densities, built form, public realm, open space and the overall site layout, including an interior street network within the Yorkdale Mall site.

Lawrence Allen Transportation Master Plan (2011):

The Lawrence-Allen TMP identified the transportation infrastructure required to serve existing and future development in the Secondary Plan Area. The TMP addressed transportation elements such as Allen Road, public streets, pedestrians and bicycles, transit, auto traffic and parking, phasing and implementation, and included an Environmental Assessment (EA) schedule to guide public and private investment in transportation infrastructure in the area over time.

The Lawrence-Allen Secondary Plan and TMP proposed a network of new and existing public streets that that would be well-integrated with the surrounding network of existing public streets and provide improved connectivity and circulation for all users. Along with parks and open spaces, the public streets were intended to form the physical structure of the Focus Area and the surrounding Secondary Plan Area.

Dufferin Street Transportation Master Plan (2015):

The Transportation Master Plan for the Dufferin Street Secondary Plan Area focused on balancing transportation modes and land uses, while enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour. The TMP formed the basis for the transportation infrastructure required to support growth envisioned in the Dufferin Street Secondary Plan at the time, and provided additional detail on proposed mobility improvements.

Through this TMP, Dufferin Street and existing local streets in the area would be enhanced over time through streetscape improvements, such as widened sidewalks, on street parking and street tree planting, and facilities will be introduced and secured as part of development and capital infrastructure projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles.

Dufferin Street Secondary Plan

In 2015, City Council adopted the Dufferin Street Secondary Plan, creating a framework to guide future growth in the area between Highway 401 to just south of Lawrence Avenue West. The Plan promoted a mix of residential and commercial land uses, improved connectivity through new public and private streets, pedestrian and cycling infrastructure, and priority transit lanes.

Only a portion of Yorkdale Mall along the Dufferin frontage, was included in the Dufferin Street Secondary Plan area. To incorporate the entire site in the Secondary Plan, a comprehensive Block Master Plan study was required to create a long-term vision for the site.

The Official Plan Amendment and Zoning By-law Amendment application was submitted to the City by the land owners (Oxford Properties) in May 2017, and have since been revised. In January 2021, a revised proposal was submitted which proposed the following elements:

- Establish a network of private internal streets and connections;
- Locate a large Privately Owned Publicly Accessible Space in the east part of the site;
- and
- A public park fronting Dufferin Street and extending north-east into the site.

Block Master Plan (2022):

City Planning is currently reviewing a Block Master Plan (BMP) study submitted in support of the redevelopment of the Yorkdale Mall lands. One of the objectives of this document is to inform the transportation policies for the long-term development of the Yorkdale Mall lands, including connections to the surrounding street network, internal street connections and circulation, cycling, pedestrian, parking and loading requirements necessary to accommodate the future growth of the Yorkdale Mall lands

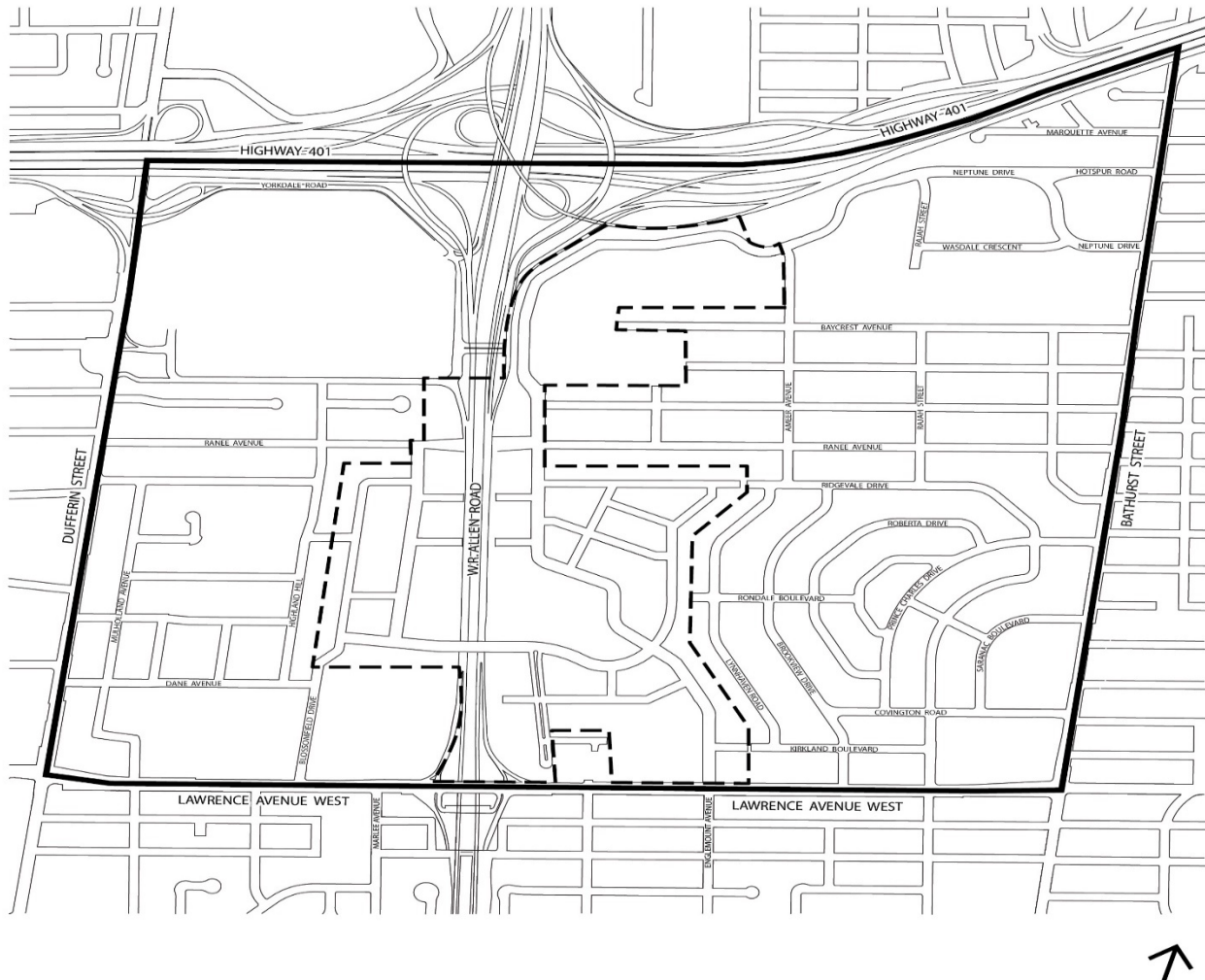
proposed by the landowner as well as anticipated background growth in the surrounding area.

Policy Framework

Official Plan Policy Directions:

Situated within the Yorkdale TMP study area are two Secondary Plan areas, the Lawrence-Allen Secondary Plan (2011), and the Dufferin Street Secondary Plan (2015). The study areas of the two secondary plans are shown in Figures 3 and 4 respectively:

Figure 3 – Lawrence-Allen Secondary Plan



Lawrence-Allen Secondary Plan

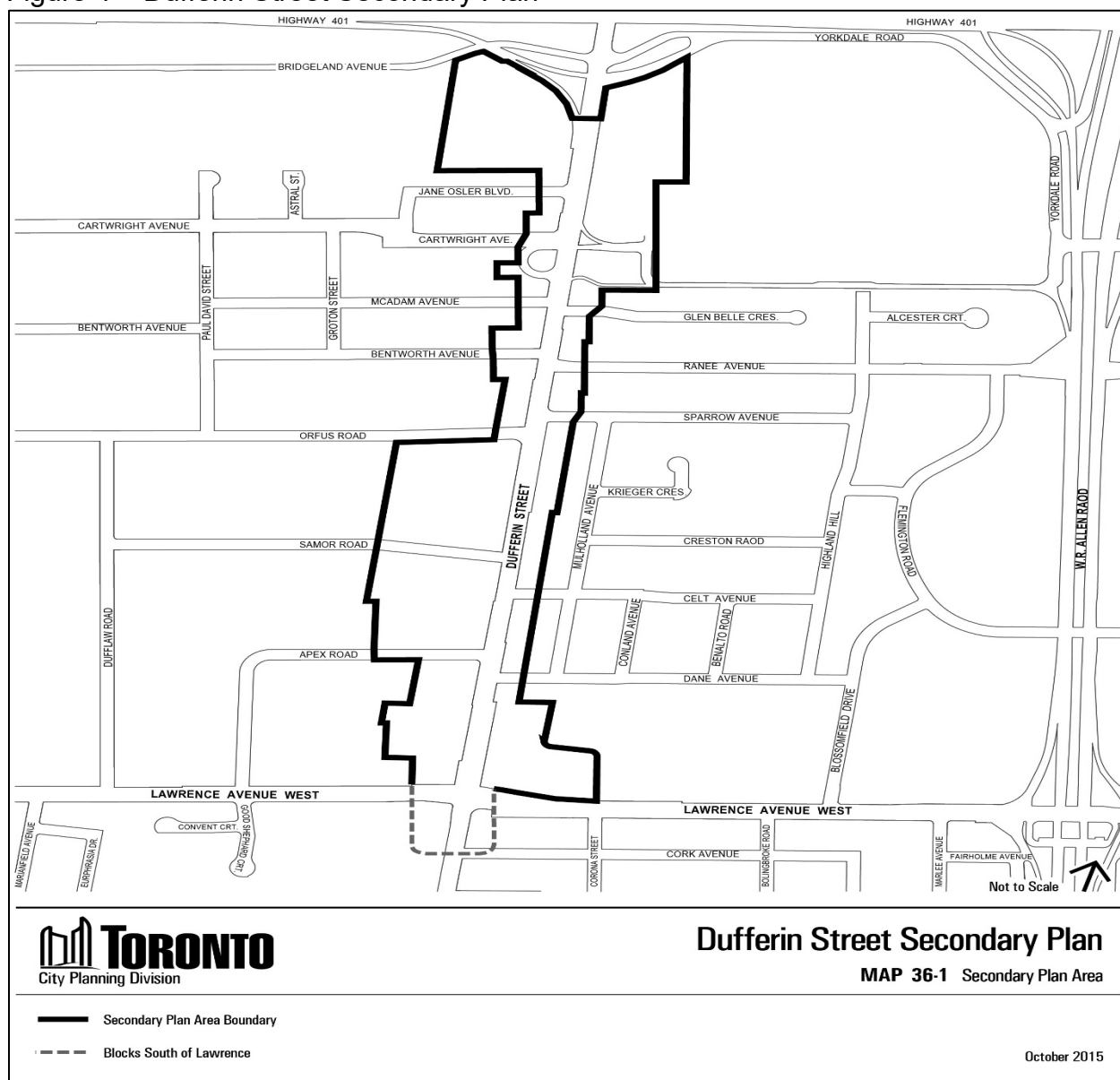
MAP 32-1 Secondary Plan Area

— Secondary Plan Boundary

- - - Focus Area

October 2011

Figure 4 – Dufferin Street Secondary Plan



The general transportation policies from the two secondary plans provided guidance for the Yorkdale TMP and are summarized as follows:

- Improving connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and transit priority lanes;
- Supporting the area by a strong, well-balanced transportation system that connects with other parts of Toronto, enabling residents to access opportunities across the city;
- Providing people with a wide range of transportation choices. Walking, cycling, and transit are all part of a well-balanced transportation system, along with automobiles and goods movement;
- Implementing Transportation Demand Management measures and parking strategies to promote a range of viable alternative travel options and encourage sustainable travel behaviours; and,

Maximizing the safety and comfort of pedestrians and cyclists in any future design of highway interchanges and grade separated facilities.

Public Consultation

Public involvement was an integral and ongoing part of the study process for the Yorkdale TMP study. Throughout the completion of the study, the public consultation requirements of the MCEA were met and exceeded. Attachment 6 provides a summary of the consultation activities and feedback received.

The TMP Study included two Public Information Centres (PICs), five Local Advisory Committee (LAC) meetings, and numerous meetings with key stakeholders such as the Ministry of Transportation, Metrolinx and Oxford Properties on behalf of the Yorkdale Mall landowners. In addition, there is a project [webpage](#) that includes all pertinent information related to the Study.

Notices (19,255) were distributed via standard mail delivery to agencies, residents, businesses and property owners situated within and surrounding the study area for both public meetings. The limits of distribution generally included properties located within the boundaries of Bathurst Street to the east, Lawrence Avenue West to the south, Keele Street to the west, and Wilson Avenue to the north.

A mailing list was also created based on interaction with interested parties during the course of the study. Attendance at meetings was as follows:

- Local Advisory Committee (LAC) Meeting #1 (March 6, 2019): 13 people
- LAC Meeting #2 (November 21, 2019): 11 people
- LAC Meeting #3 (August 12, 2020): 9 people
- LAC Meeting #4 (April 13, 2021): 13 people
- LAC Meeting #5 (November 18, 2021): 9 people
- PIC#1 (November 26, 2019): 104 people
- PIC#2 (February 22, 2022): 79 people

Future consultation will take place through the notice of completion stage required to complete this TMP study, as part of future development approval processes, and as part of Phase 3 & 4 of the MCEA process for major infrastructure projects.

What We Heard

Feedback from stakeholders and members of the public provided the following key insights and priorities:

- Agreement on existing lack of network connectivity and heavy traffic congestion in the area;
- Support for road infrastructure solutions to alleviate congestion on arterial roads, especially on Dufferin Street;
- Concerns regarding traffic infiltration into residential neighbourhoods such as Winston Park, North Park, and the Yorkdale neighbourhood west of Dufferin Street;
- Support to advance the Caledonia Extension to alleviate existing traffic congestion on Dufferin Street;

- Support for improved safety and accessibility for pedestrians and cyclists, but opinions differed about the value of new pedestrian and cycling facilities given the auto-oriented nature of the study area;
- Support for improved transit infrastructure, such as the expansion of the GO Transit terminal, but concerns expressed regarding a potential HOV/transit lane on Dufferin Street;
- Concerns about the amount of density proposed for new development at the Yorkdale Mall site and beyond and the subsequent increase in vehicular traffic; and,
- Support for expedited implementation of infrastructure improvements before the construction of new development.

Problems and Opportunities Identified

Phase 1 of the TMP process included background review and the development of a problem and opportunity statement. The problem and opportunity statement recognizes there are long-term plans for development and growth at the Yorkdale Mall and in the surrounding areas that will place increased demands on the transportation network. It is important that the City develop a plan to address the area's existing and future transportation needs.

Yorkdale Mall is surrounded by major physical barriers including Highway 401, Allen Road, and the GO Barrie rail line, which causes longer travel distances and poor walking and cycling connectivity within the study area.

To address current problems and meet future needs, there are opportunities to:

Improve travel connections through a finer street grid;
 Establish Yorkdale Mall as a transit hub by improving services, operational reliability, and access to TTC and GO Transit;
 Improve connections to promote walking and cycling;
 Design streets to safely accommodate all users; and,
 Improve access to/from municipal expressways and provincial highways while having regard for the safety of all users.

Alternative Solutions

Following the identification of problems and opportunities in Phase 1 of the study, Phase 2 focused on identifying alternative solutions that addressed the problems and opportunities. Alternative solutions were first developed at a high level, known as a 'long list'. Solutions from the 'long list' were either 'carried forward' as 'short list' solutions requiring further detailed evaluation, or were 'screened out', as they failed to meet the initial screening criteria. The initial screening criteria considered:

How well the solution addresses the Problem & Opportunity Statement;
 Whether the solution aligns with the City's strategic objectives and policy goals, intended to ensure benefits are realized for the City and its residents;
 Technical feasibility (constructability)

A long-list of 56 solutions was screened using the initial high level screening criteria, resulting in a short-list of 43 solutions. The 43 short-list solutions were

further screened through the detailed evaluation resulting in 26 preferred solutions which were selected for further review and design.

Evaluation Criteria

The evaluation criteria used to identify the preferred solution was based on the key objectives and principles of the Ontario Environmental Assessment Act, the Problem and Opportunity Statement, and the City of Toronto Official Plan (including the City of Toronto's Feeling Congested Initiative). The evaluation criteria addressed:

- Natural Environment
 - Potential to impact wildlife/habitat areas
 - Potential to impact groundwater
 - Potential to impact air quality
 - Potential to create noise impacts
- Policy
 - Complies with Regional Transportation Policies
 - Complies with the City Transportation Policies
 - Complies with the City's Official Plan
 - Complies with the following policies
 - Dufferin Street Secondary Plan
 - Lawrence-Allen Secondary Plan
- Technical (including Transportation)
 - Potential to maximize roadway capacity
 - Potential to enhance traffic safety for all road users
 - Potential to accommodate existing and future transit infrastructure
 - Potential to minimize impact to existing utility, water, stormwater, and sewer infrastructure
 - Potential to minimize impacts to Provincial Highway operations
 - Potential to maximize connectivity between GO Transit and TTC Subway
 - Potential to maximize connectivity and accessibility of the transportation network for all modes
- Economic
 - Ability to support new business frontage and access opportunities
 - Ability to support Yorkdale Mall operations
 - Order of magnitude construction costs
 - Impacts to property and property acquisition costs
 - Ability to support accessibility
 - Ability to support goods movement
- Cultural and Social Environment
 - Potential to incorporate pedestrian and cyclist amenities
 - Potential to provide a well-connected pedestrian/cyclist network
 - Potential to incorporate streetscape and landscape elements
 - Potential to impact listed cultural heritage features

- Potential to impact archeological resources
- Potential to impact or support improved social equity

Attachment 7 summarizes the evaluation criteria.

Preferred Solutions

The recommended preferred solutions identified in the Yorkdale TMP respond to concerns with the existing area road network while establishing the future transportation network improvements needed to support growth using an evidence-based assessment approach, and, supports the vision for the area developed through the Yorkdale Block Master Planning process.

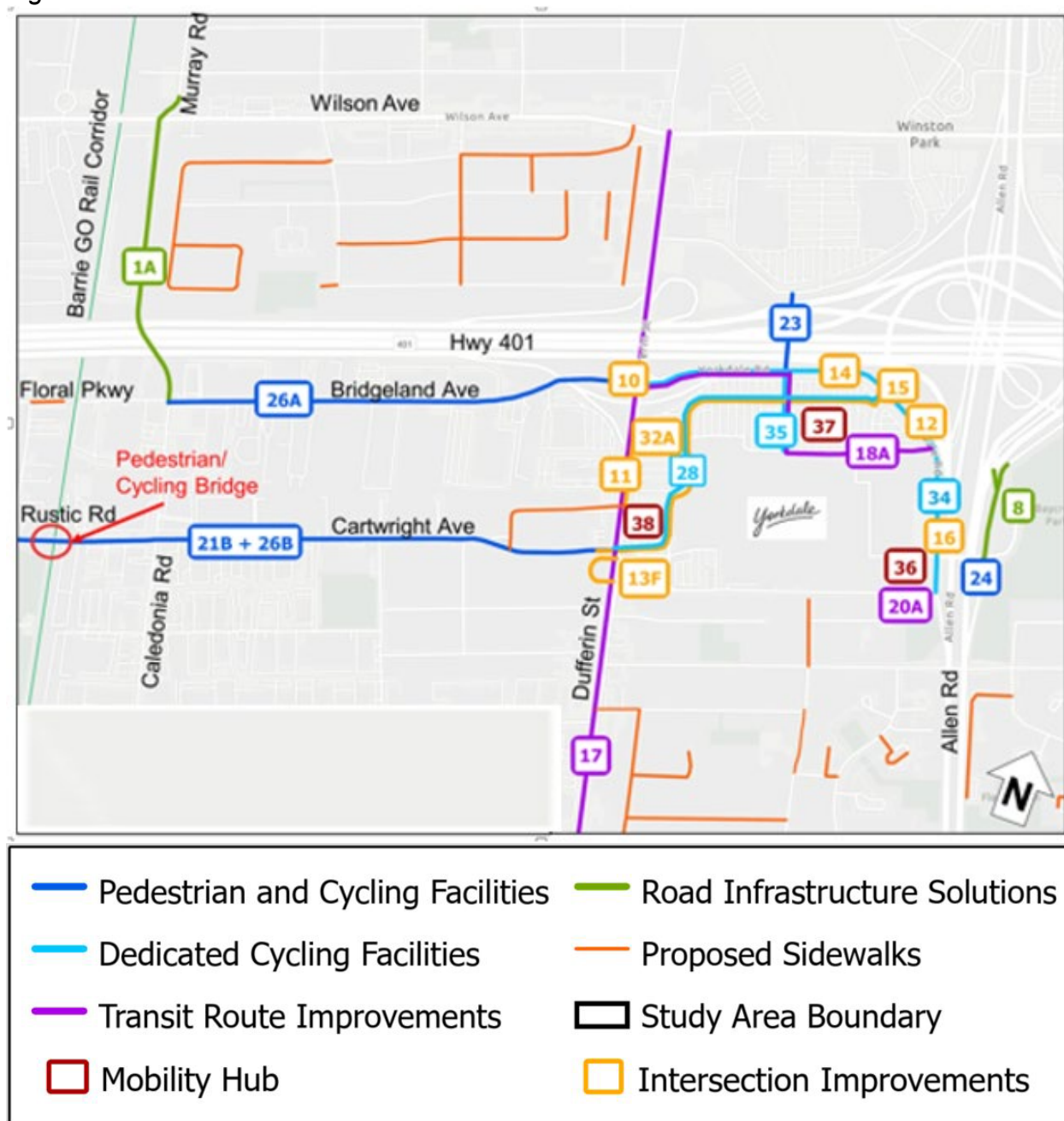
The preferred solutions provide road capacity, transit, cycling and pedestrian improvements to support future area growth. The preferred solutions include:

New dedicated pedestrian and cycling facilities, including two new pedestrian/cycle bridges over the GO Barrie rail corridor and over Highway 401;
 Transit improvements, including GO Bus Terminal expansion;
 New mobility hubs, e.g. rideshare and bike share stations;
 New road infrastructure;
 Reduced travel time;
 Improved connectivity to existing/future transport infrastructure;
 Increased mobility options:
 New sidewalks where there are existing gaps; and,
 Intersection improvements.

The selected preferred solutions best meet the evaluation criteria and align with the majority of public input and feedback received from local residents and businesses. This suite of recommendations envisages a continuous multi-modal transportation network that safely accommodates all roadway users and provides vehicle traffic capacity to meet the needs of future planned development.

The preferred solutions consist of a number of projects that are summarized in Figure 5 and Table 2. Table 2 also details the Implementation timelines and EA schedules. Table 3 details the Planned Right-of-Ways.

Figure 5 – Yorkdale TMP: Overview of Preferred Solutions



The recommended preferred solutions are identified in Table 2:

Table 2 – Yorkdale TMP: List of Preferred Solutions, Implementation and EA Schedule

Category	Solution	Description	Implementation Timeline	EA Schedule
Pedestrian and cycling	21B	Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	5 to 10 years	C
	23	Pedestrian and cycling bridge (north-south) connecting	10 to 20 plus years	C

		Yorkdale Road to Billy Bishop Way connecting to both sides of Highway 401		
	24	Baycrest Park switchback ramp east of Allen Road off-ramp	0 to 5 years	A
	25A	Add sidewalks to roads with no sidewalk	0 to 5 years	N/A
	26A	Pedestrian and cycling facilities on Bridgeland Ave from Dufferin Street to Caledonia Road	5 to 10 plus years	A+
	26B	Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue to Dufferin Street	5 to 10 plus years	A+
	28	East-west cycling infrastructure on Yorkdale Greenway (proposed new street)	10 to 20 plus years	A+
	34	East-west sidewalk facility on Yorkdale Road	0 to 5 years	A+
	34	North-south and East-west cycling facilities on Yorkdale Road	5 to 10 plus years	A+
	35	North-south cycling connection from Yorkdale Road to Yorkdale Mall (proposed new street)	10 to 20 plus years	N/A
	36	High Street (proposed new street) Large scale mobility hub	10 to 20 plus years	N/A
	37	Small scale mobility hub at Yorkdale Green (proposed new park)	10 to 20 plus years	N/A
	38A/38B	Medium Small scale mobility hub at Dufferin Park (proposed new park)	5 to 10 plus years	N/A
Transit	Dufferin Street	Cycle Facilities and Urban Design Improvements	5 to 10 plus years	A+
	17	Dufferin Street Transit Priority (Transit / HOV Lane) – from Dufferin Street Secondary Plan	5 to 10 plus years	A+
	18A	Two-way service on Yorkdale Road – Yorkdale High Street (proposed new east-west street) to Street B (proposed new north-south street)	10 to 20 plus years	N/A
	20A	Retention and expansion of the GO Bus Terminal	10 to 20 plus years	TPAP
Intersection improvement	10	Allow southbound left turn for all vehicles at the intersection of Dufferin Street and Bridgeland Ave	0 to 5 years	N/A

Road infrastructure	11	Honda access and Yorkdale access to be normalized (aligned) with no offset; southbound left turn permitted with no possible movement from Highway 401 off-ramp	0 to 5 years	A
	12,	Unsignalized separate truck access	5 to 10 plus years	A
	13F	Maintain McAdam Loop with access to Yorkdale underground, and signalized intersection at Cartwright Ave and Yorkdale Greenway (proposed new street)	5 to 10 plus years	B
	14	New signalized full access to parking garage	5 to 10 plus years	A
	15	New unsignalized access on Yorkdale Road, connecting to Dufferin Street via Yorkdale Greenway (proposed new street)	5 to 10 plus years	A
	16	Contra-flow southbound left-turn on Yorkdale Road	5 to 10 plus years	B
	32A	Highway 401 eastbound off-ramp to Dufferin Street – retain southbound curb lane for transit/HOV	5 to 10 plus years	A+
	1A	Caledonia Road extension north of Highway 401 to Wilson Avenue	10 to 20 plus years	C
	8	Modified on-ramp to Allen Road northbound, Highway 401 westbound and eastbound	5 to 20 plus years	C

Planned Rights-of-Way

Table 3 – Yorkdale TMP: Planned Rights-of-Way

Solution ID	Location Flexibility	Street Name	Existing Right-of-Way (m)	Planned/Proposed Right-of-Way (m)	Length - inside study area (m)
1A	Fixed	Caledonia Avenue Extension	26	26	750
18A	Flexible	Local Street (Yorkdale High Street)	-	20	645
26A	Fixed	Bridgeland Avenue	20	20	1000

26B	Fixed	Cartwright Avenue	26	26	1140
Dufferin Street	Fixed	Dufferin Street			
Urban Design Guidelines		5-lane	26	30	250
		6-7 lane	37	40	675
28	Flexible	East-West and North-South Collector (Yorkdale Greenway)	-	24	825
34	Flexible	Yorkdale Road			
		East-west section	20-25	25-30	400
		North-south section	20-26	28-30	450
35	Flexible	Local Street (North-south road connection from Yorkdale Road to Yorkdale Mall Street B)	-	20	175

Property Acquisition

Some property acquisition will be necessary to support the Yorkdale TMP's recommendations and will occur over an extended period of time (4-20+ years).

An initial property assessment was conducted to identify potential property needs to enable the implementation of the Yorkdale TMP improvements. These include:

- The widening of the east and west sides of Dufferin Street from south of Highway 401 to Ranee Avenue (as determine in Dufferin Street Secondary Plan (OPA 294), Transportation Master Plan, Infrastructure and Stormwater Master Plan, and Urban Design Guideline – see Attachment 1 – Planned Pedestrian and Cycling Facilities);
- The widening of Yorkdale Road along its south and east sides between Dufferin Street and Yorkdale Park;
- The extension of Caledonia Road from Bridgeland Avenue to Wilson Avenue;
- The pedestrian/cyclist bridge connection from the west end of Cartwright Avenue to Rustic Road; and,
- The pedestrian/cyclist bridge connection from the south side of Yorkdale Road to the north side of Highway 401.

The Dufferin Street and Yorkdale Road property requirements are expected to be delivered through the development review process. The remaining property impacts will

be further identified and delivered through Phases 3 and 4 of the MCEA process. It is anticipated that some of the property requirements identified through the MCEA will also be delivered through the development review process.

Potentially affected property owners were notified of potential impacts and the potential of future property acquisition via targeted letters that were mailed in Q1 and Q2 of 2022. Meetings were held with potentially affected property owners upon request. Final property requirements will be confirmed during the detailed design activities that will follow this study.

The total estimated costs (based on 2022 valuation) associated with property acquisition is provided in Table 4 below.

Table 4 – Yorkdale TMP: Cost Estimate for Property Acquisition

Solution	Estimated Property Acquisition Cost
1A: Caledonia Road extension under Highway 401	\$ 44 M
8: Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	\$ 9.9 M
21B: Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	\$1.9 M
23: Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way	\$312 K
Dufferin Street: Cycle Facilities and Urban Design Improvements	\$2.7 M
Total	\$ 58.8 M

Implementation Schedule, Related Projects and Next Steps:

This report recommends 26 TMP preferred solutions. Should these items be adopted by City Council, and subject to available funding, the implementation time lines and EA Schedules as indicated in Table 2.

The need to undertake future phases of the MCEA and detailed design activities will play a role in the timing of some of the noted projects. The implementation schedule will need to be coordinated with other infrastructure works, planned developments in the area, or other considerations beyond the scope of this project.

The TMP is a long-term plan. The majority of the improvements identified as preferred solutions are proposed to be delivered over the long-term in coordination with area development to reduce impacts to Transportation Services' 10- Year Capital Plan and Budget.

Subject to City Council's approval of this report, staff will develop a funding strategy to identify potential funding sources to implement the preferred solutions identified in the Yorkdale TMP. Any potential City funding requirements would be considered as part of future year Capital Budget processes.

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