



# Yorkdale Block Master Plan & Transportation Master Plan

Local Advisory Committee Meeting #2

November 21, 2019



# Agenda

- 7:00 pm **Introductions, Review of Agenda & Committee Terms of Reference**
- 7:05 pm **Vision, Opportunities & Constraints**
- 7:10 pm **Applicant's Yorkdale Shopping Centre Block Master Plan**
- 7:15 pm **Yorkdale Transportation Master Plan - Phase 1 Report**
- 8:00 pm **Facilitated Table Discussions / Workshop**
- 8:45 pm **Questions**
- 8:55 pm **Next Steps**
- 9:00 pm **Meeting Adjourns**

# LAC Meeting Schedule

1. Kick-off to review Terms of Reference; provide project overview and objectives
2. **Present Study Areas; Vision for YSCBMP, Opportunities & Constraints; Traffic Background Findings**
3. Review YSCBMP design alternatives and alternative mobility solutions
4. Review final designs for YSCBMP and recommended transportation solutions

# Terms of Reference (LAC)

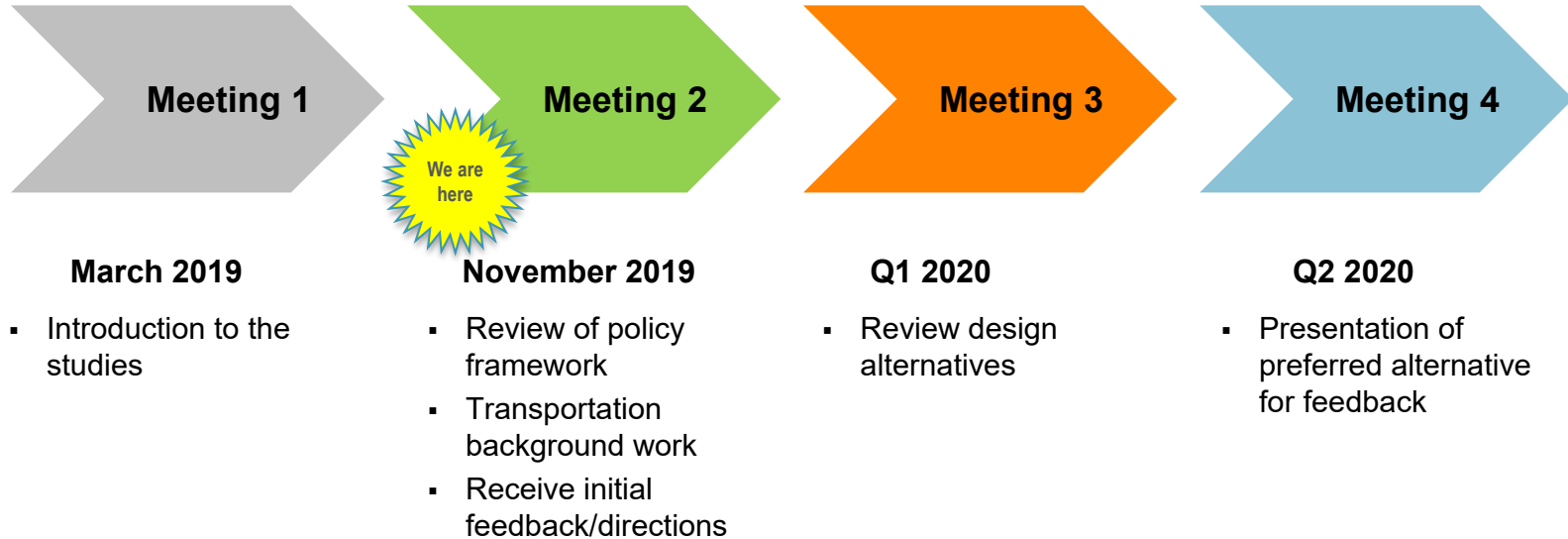
## **Mandate of Local Advisory Committee**

- To provide community input and advice to City staff
- It is an advisory committee and not a formal commenting or decision-making body of the City of Toronto

## **The LAC will address:**

- Content and process related to the **Yorkdale Shopping Centre Block Master Plan (YSCBMP)** and **Yorkdale Transportation Master Plan (YTMP)**

# Local Advisory Committee Input



# Vision

Development at Yorkdale will maintain a regional and international retail presence while expanding and leveraging its role as a mixed-use, transit-supportive retail, entertainment, and tourist destination to create a vibrant and truly mixed-use community that integrates significant office and residential uses over the long term.

This objective will be achieved by establishing a flexible development framework focused around the creation of distinct destinations, a high quality public realm, and multi-modal access to and from the Site.

# **1. BLOCK MASTER PLAN – REVISED APPLICATION**

---

# Applicant's Proposal | Preferred Option

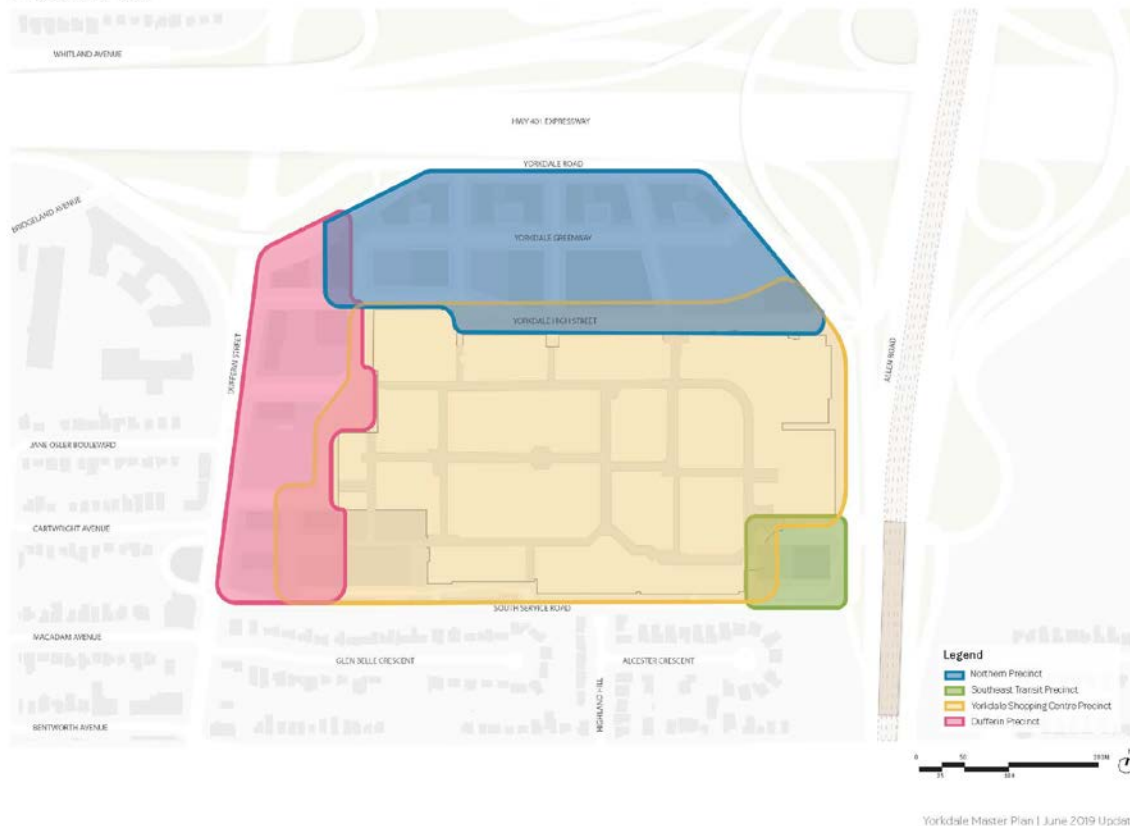
Yorkdale Master Plan





# Applicant's Proposal | Preferred Option

Precinct Plan



# Context | Open Space



# Context | Built Form





## **2. TRANSPORTATION MASTER PLAN STUDY OVERVIEW**



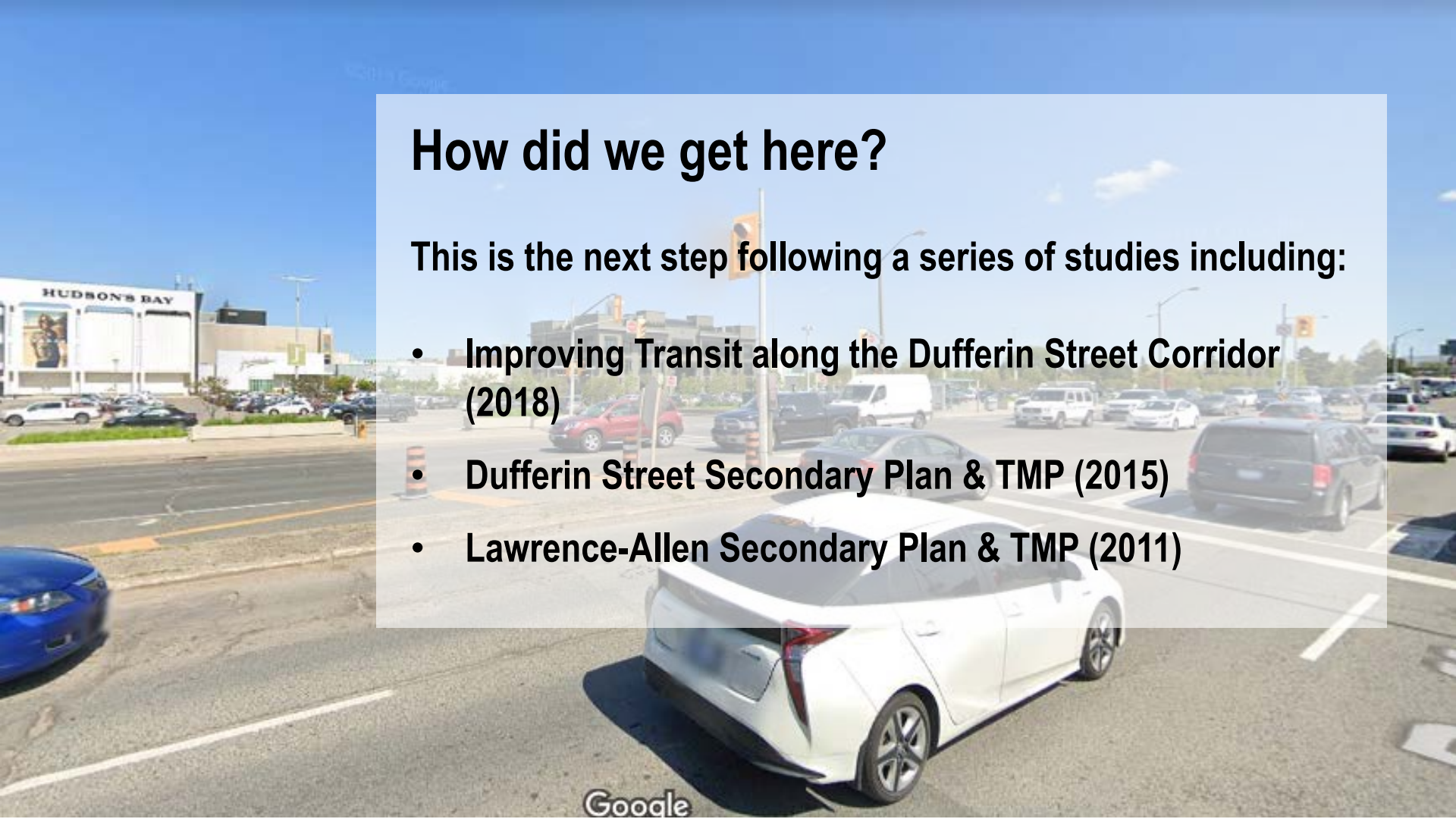
## Purpose

**The TMP will identify transportation programs, policies, and infrastructure that will support the growth identified in the Yorkdale Shopping Centre Block Master Plan, the Lawrence-Allen Secondary Plan, and the Dufferin Street Secondary Plan.**

# How did we get here?

This is the next step following a series of studies including:

- Improving Transit along the Dufferin Street Corridor (2018)
- Dufferin Street Secondary Plan & TMP (2015)
- Lawrence-Allen Secondary Plan & TMP (2011)





# Transportation Master Plan Study Area

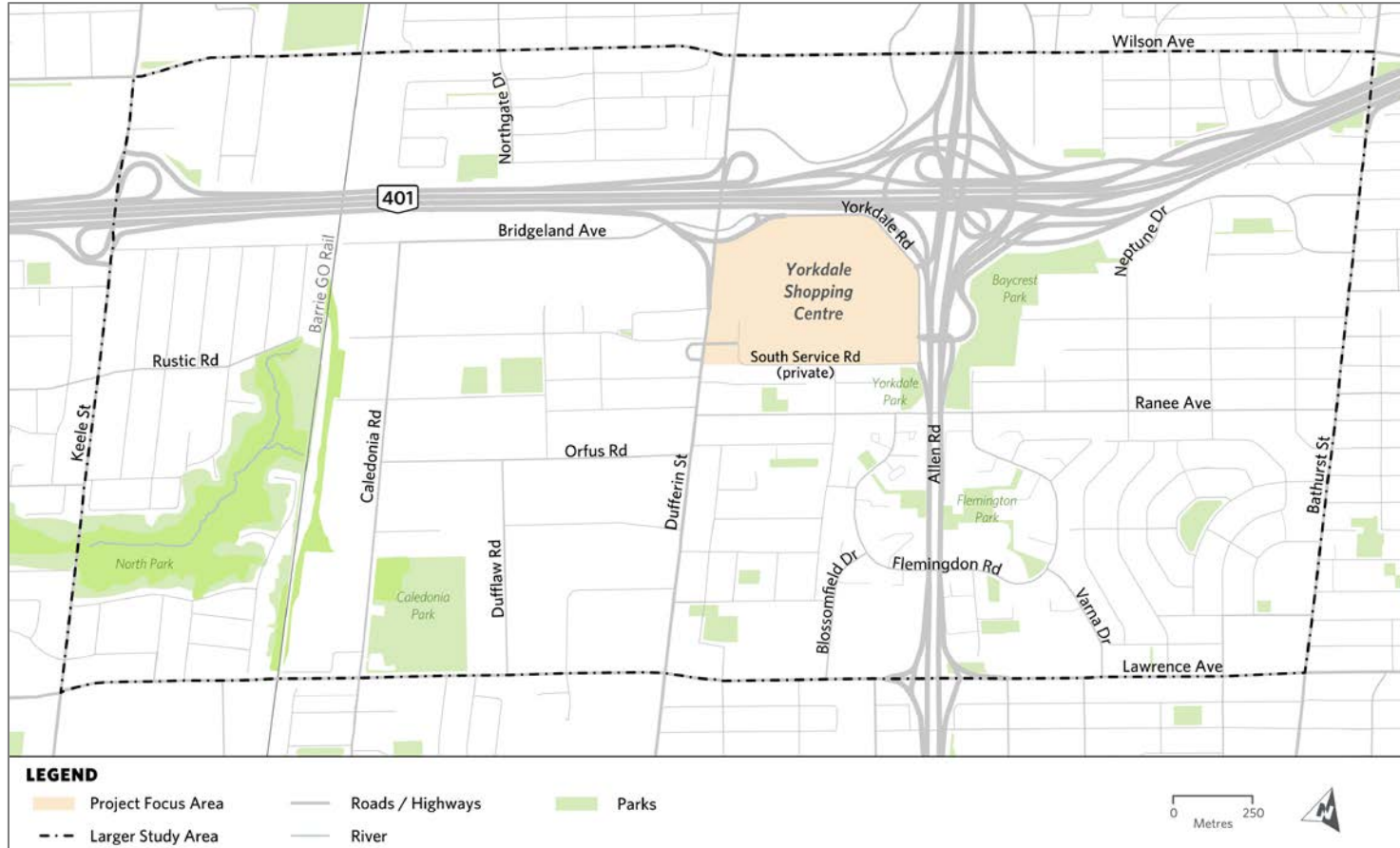
There are two areas under study for the Yorkdale TMP

## Larger Study Area

Addresses the broader travel issues of the area.

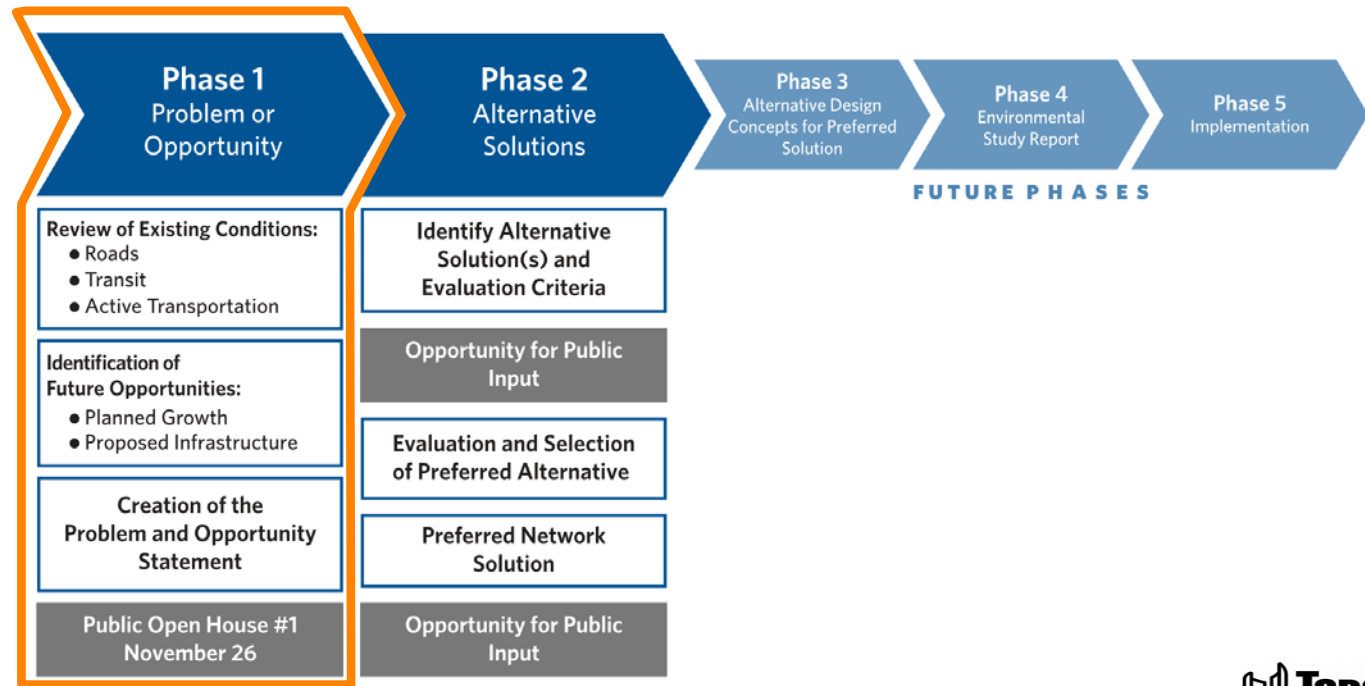
## Project Focus Area

Addresses the area in which the shopping centre, and associated infrastructure, is situated.



# Transportation Master Plan Study Process

Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act. It creates a framework for planning a range of infrastructure projects (e.g. roads, bridges, sidewalks) that may be implemented over a period of time. Public consultation is a key component of the study process, with many opportunities to share feedback as the study advances. Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Municipal Environmental Assessment process.



We are here



# Problem and Opportunity Statement

There are long-term plans for development and growth at Yorkdale Shopping Centre 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.

Currently, Yorkdale is surrounded by major physical barriers including Highway 401, Allen Road, and a 6-lane Dufferin Street, which causes longer travel distances and poor walking and cycling connectivity and access in the study area. To address current problems and meet future needs, there are opportunities to:

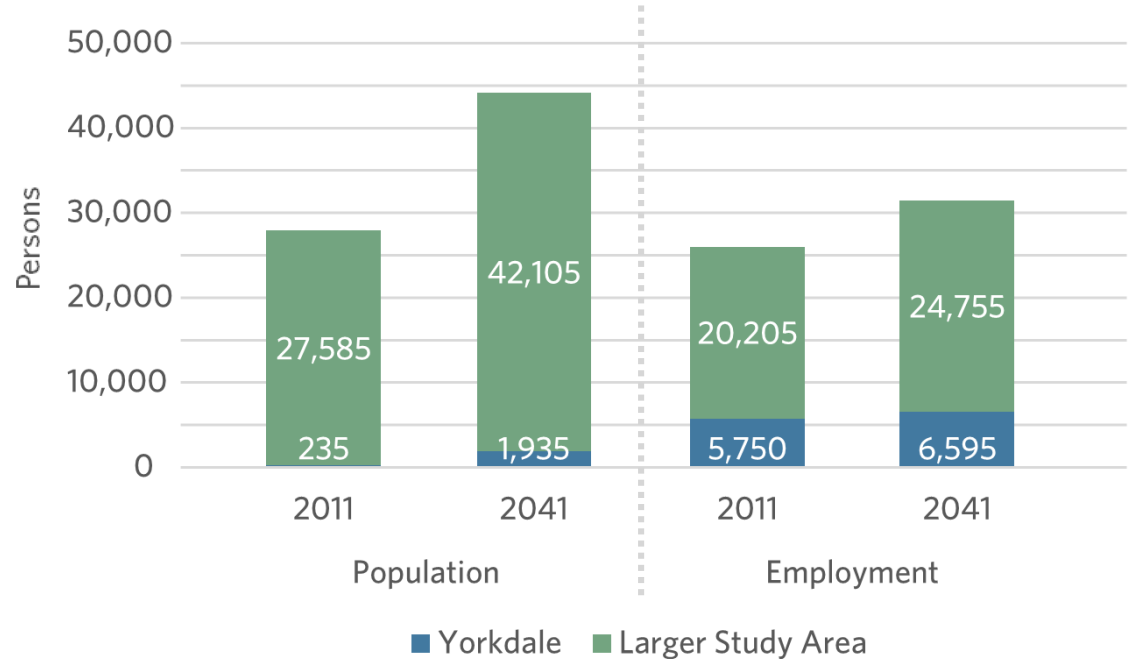
- Improve travel connections through a finer street grid;
- Establish Yorkdale as a transit hub by improving services, operational reliability, and access to TTC and GO Transit;
- Improve connections to promote walking and cycling;
- Design streets to safely accommodate all users; and
- Improve access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

# 3. EXISTING CONDITIONS

---

# Population and Employment Growth Projections

- Larger study area will experience significant growth
  - 58% growth in population
  - 21% growth in employment
- Planned growth for the Yorkdale Shopping Centre will result in
  - Significant residential growth anticipated
  - 15% growth in employment
- Net Traffic Growth in the larger study area will be approximately 8-12%









## Notes:

1. The land use growth represents the City of Toronto's 2041 Medium Growth with SmartTrack forecasts. This does not account for the proposed land use in the Yorkdale Block Master Plan.

2. Note that the existing population stems from the neighbourhood to the south of the Yorkdale Shopping Centre and north of Ranee Avenue

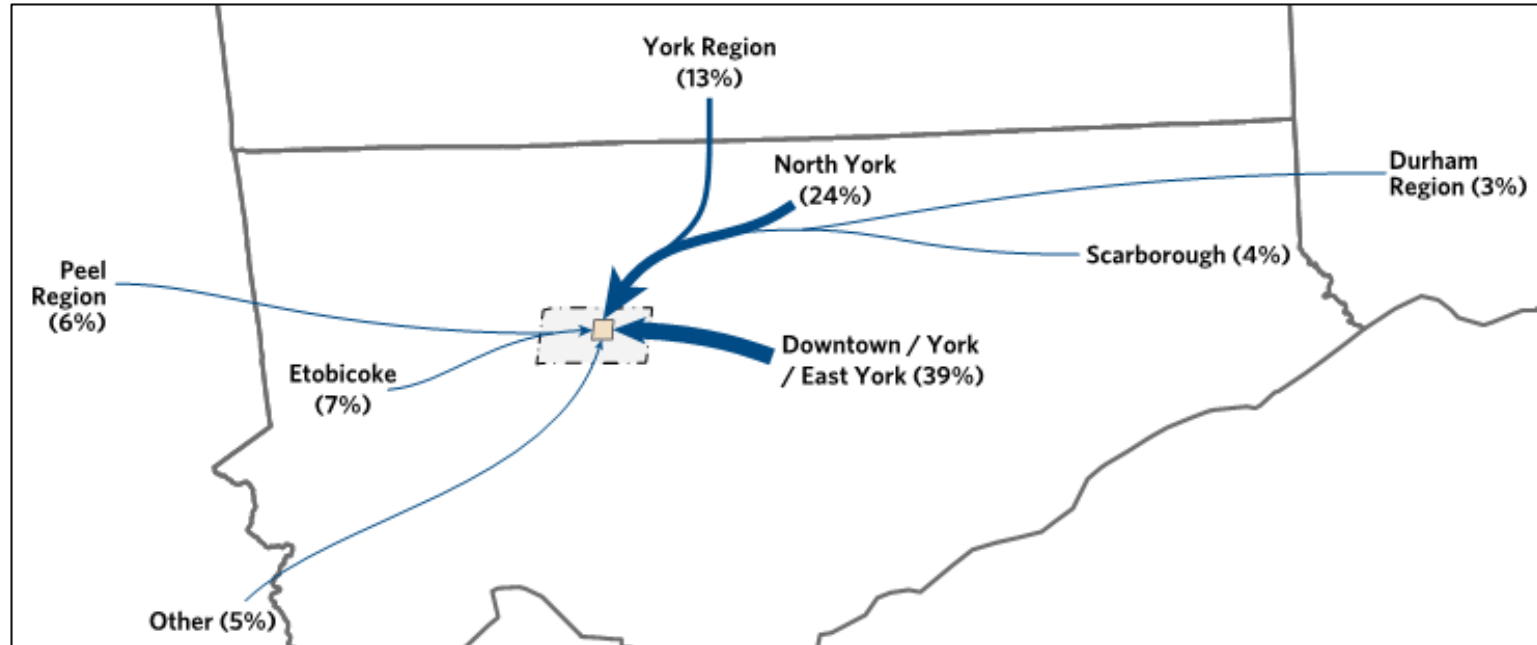
# Key Statistics

	Project Focus Area	Larger Study Area
Total number of daily trips	 <b>40,000</b>	 <b>191,300</b>
Of daily trips, this percentage reflects those made by car	 <b>75%</b> (29,070)	 <b>74%</b> (142,180)
Of daily trips, only this many are made by active transportation	 <b>170</b>	 <b>5,900</b>

# Project Focus Area – Daily Travel Patterns

**74%** of daily trips destined to the Yorkdale Shopping Centre come from the City of Toronto

**19,420** daily trips to the Yorkdale Shopping Centre are made during a typical day



# Project Focus Area – Trip Purposes

Of the 19,420 daily trips destined to the Yorkdale Shopping Centre:

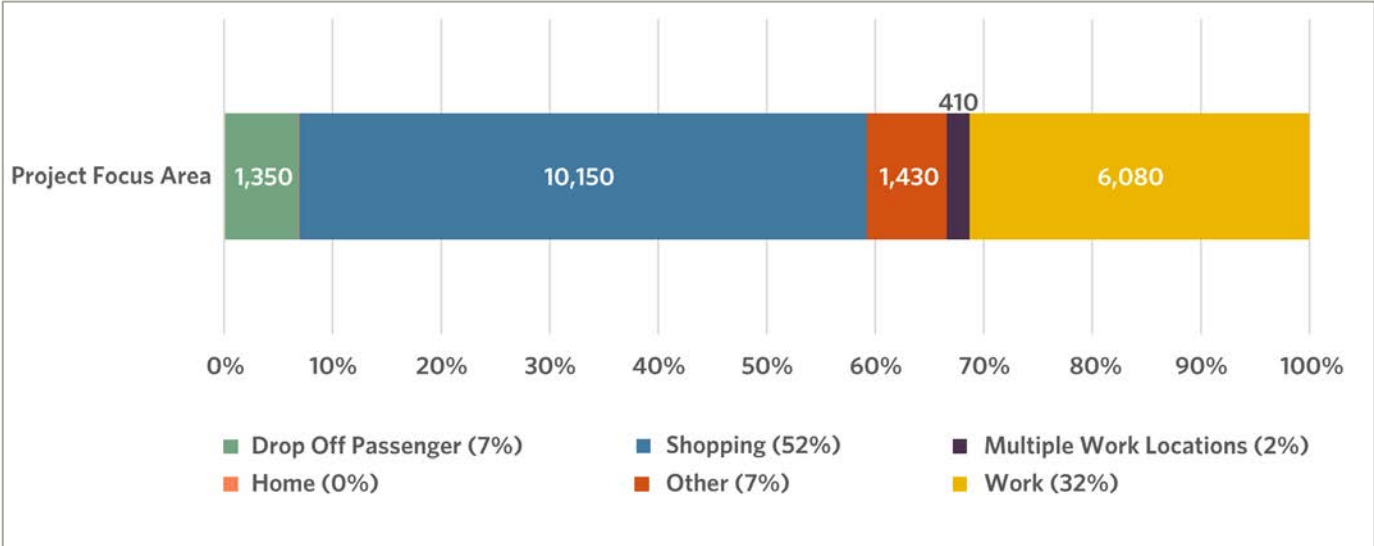
**52%**  
are for shopping

**32%**  
are to work

**7%**  
are to drop off or  
pick up a passenger

**7%**  
are for other trips

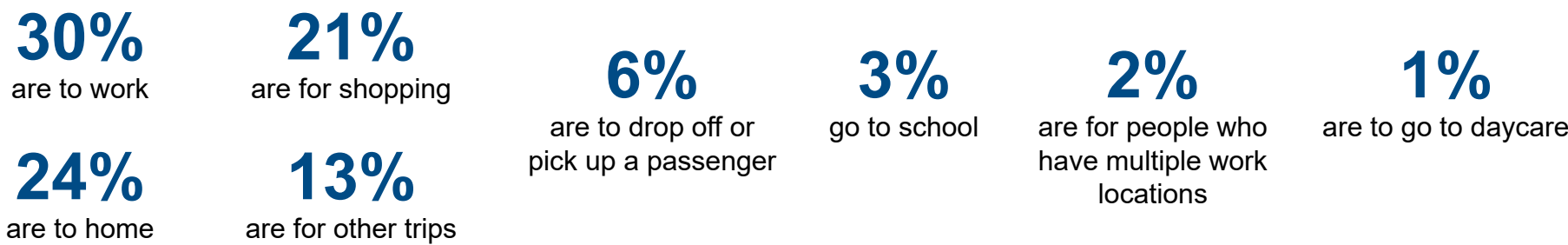
**2%**  
are for people who  
have multiple work  
locations



Source: 2016 TTS Data

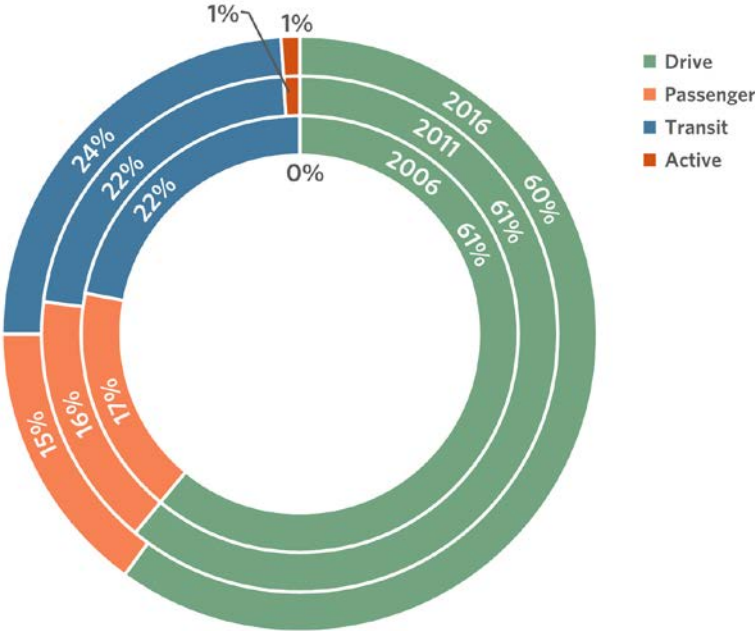
# Larger Study Area – Trip Purposes

Of the 102,220 daily trips destined to the Larger Study Area:

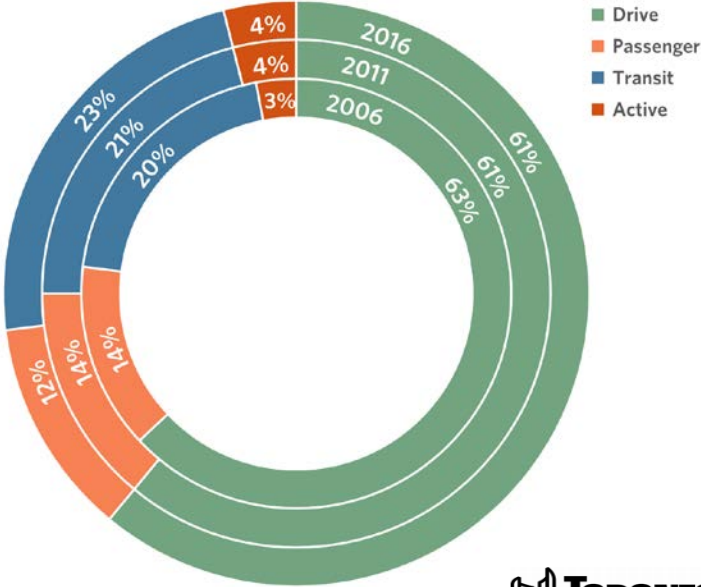


# Mode Share

**75%** of daily trips destined to Yorkdale Shopping Centre in 2016 were made by car

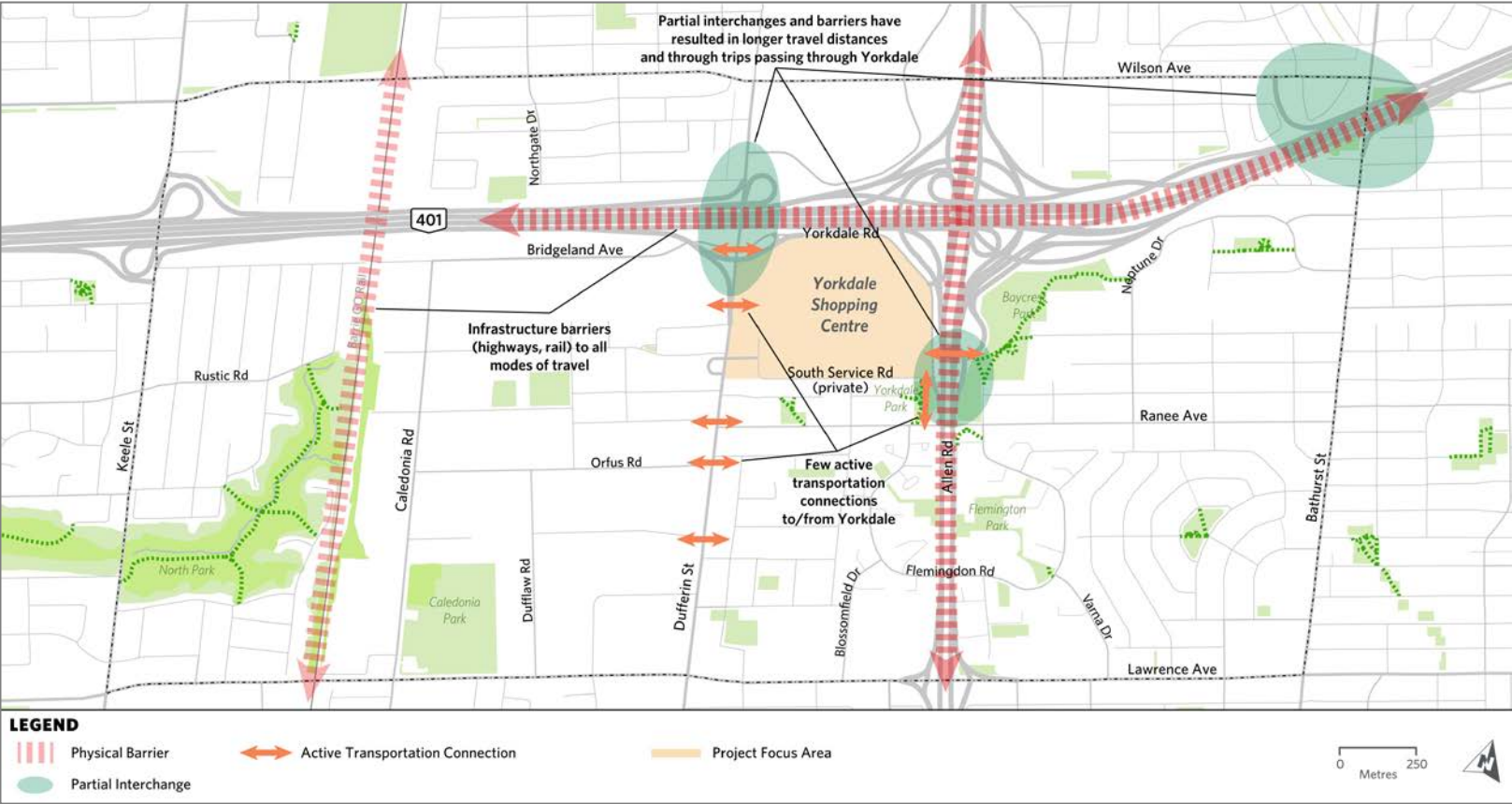


**73%** of daily trips destined to the larger study area in 2016 were made by car

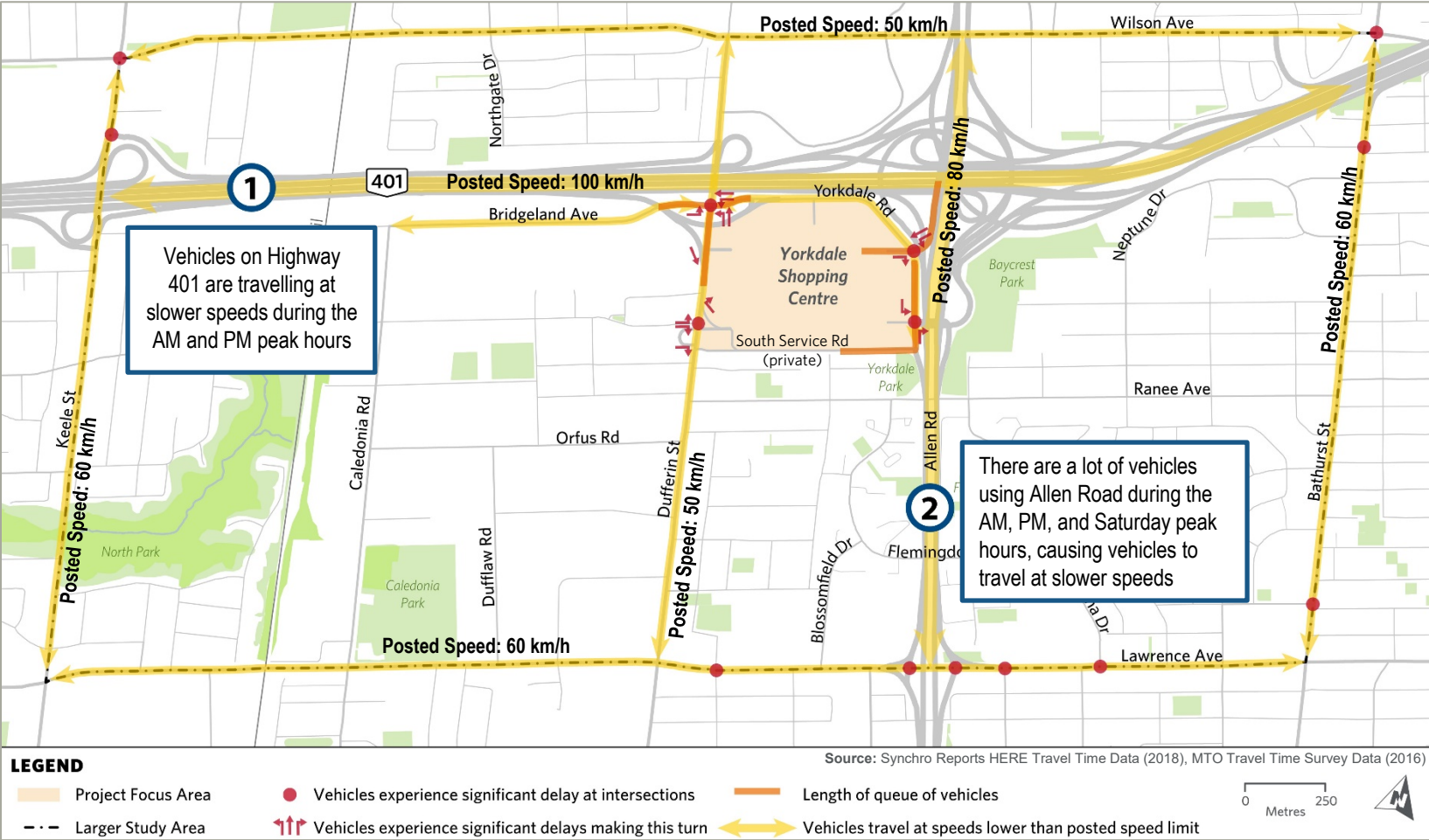




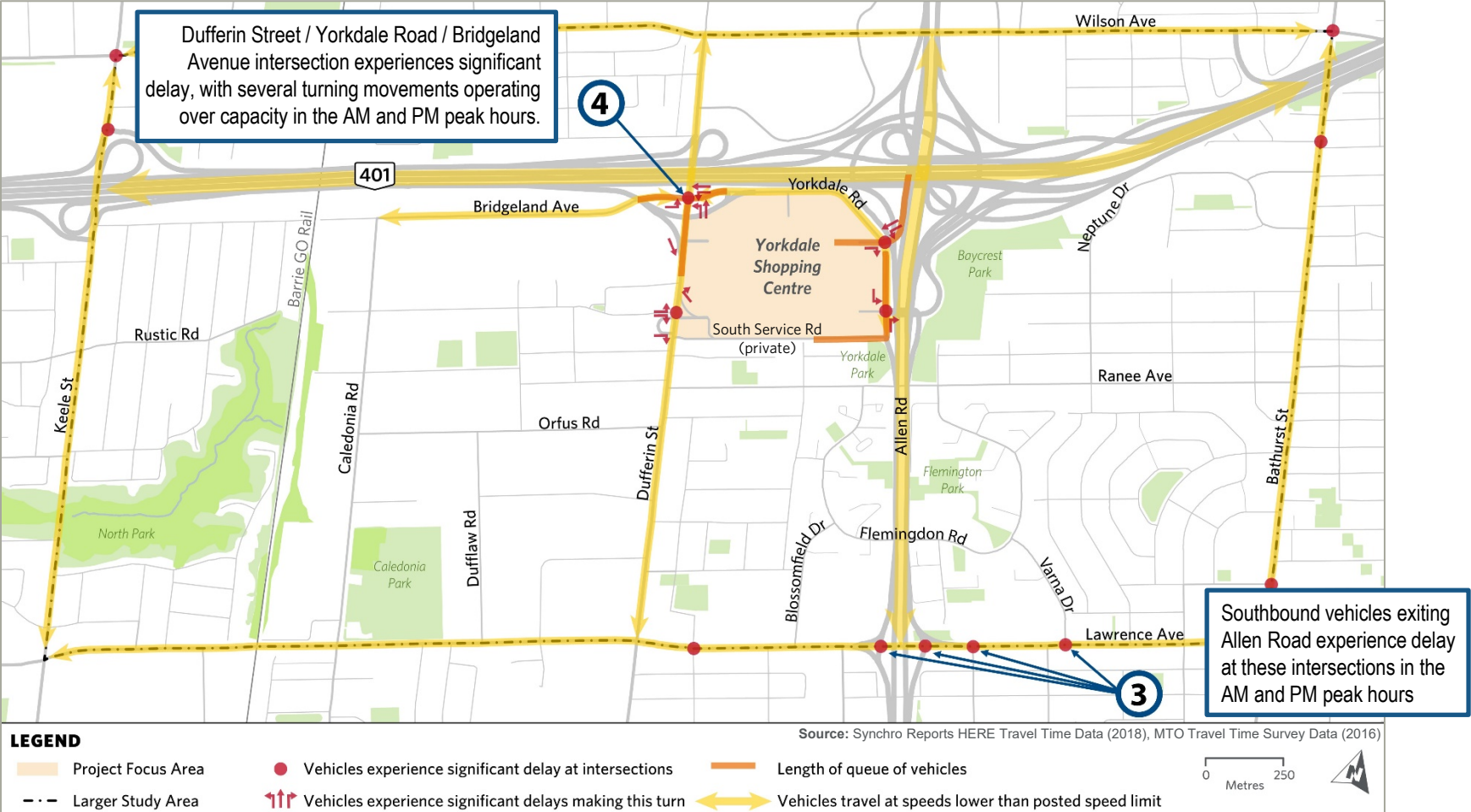
# Existing Transportation Network Constraints



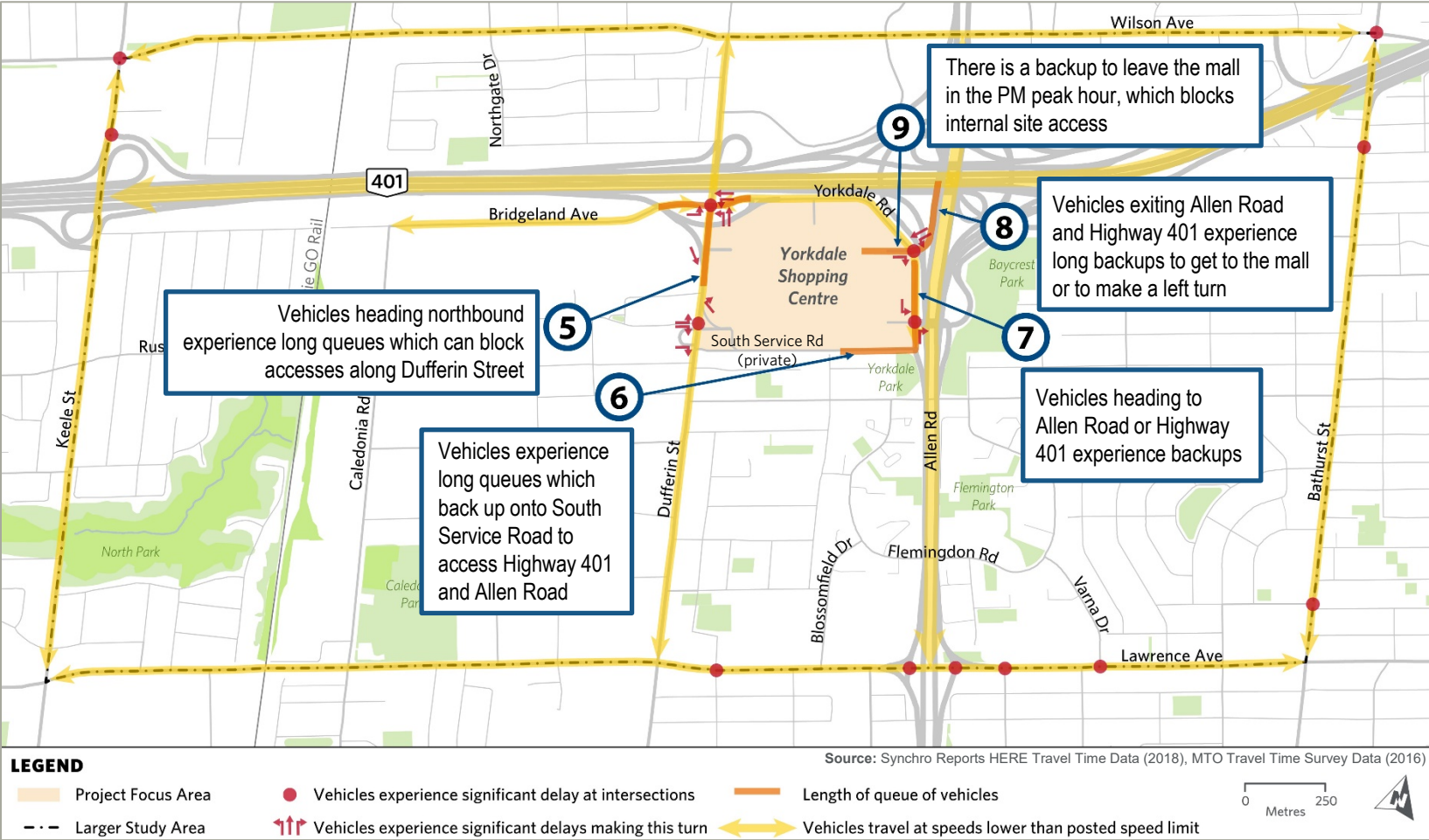
# Existing Traffic Constraints



# Existing Traffic Constraints

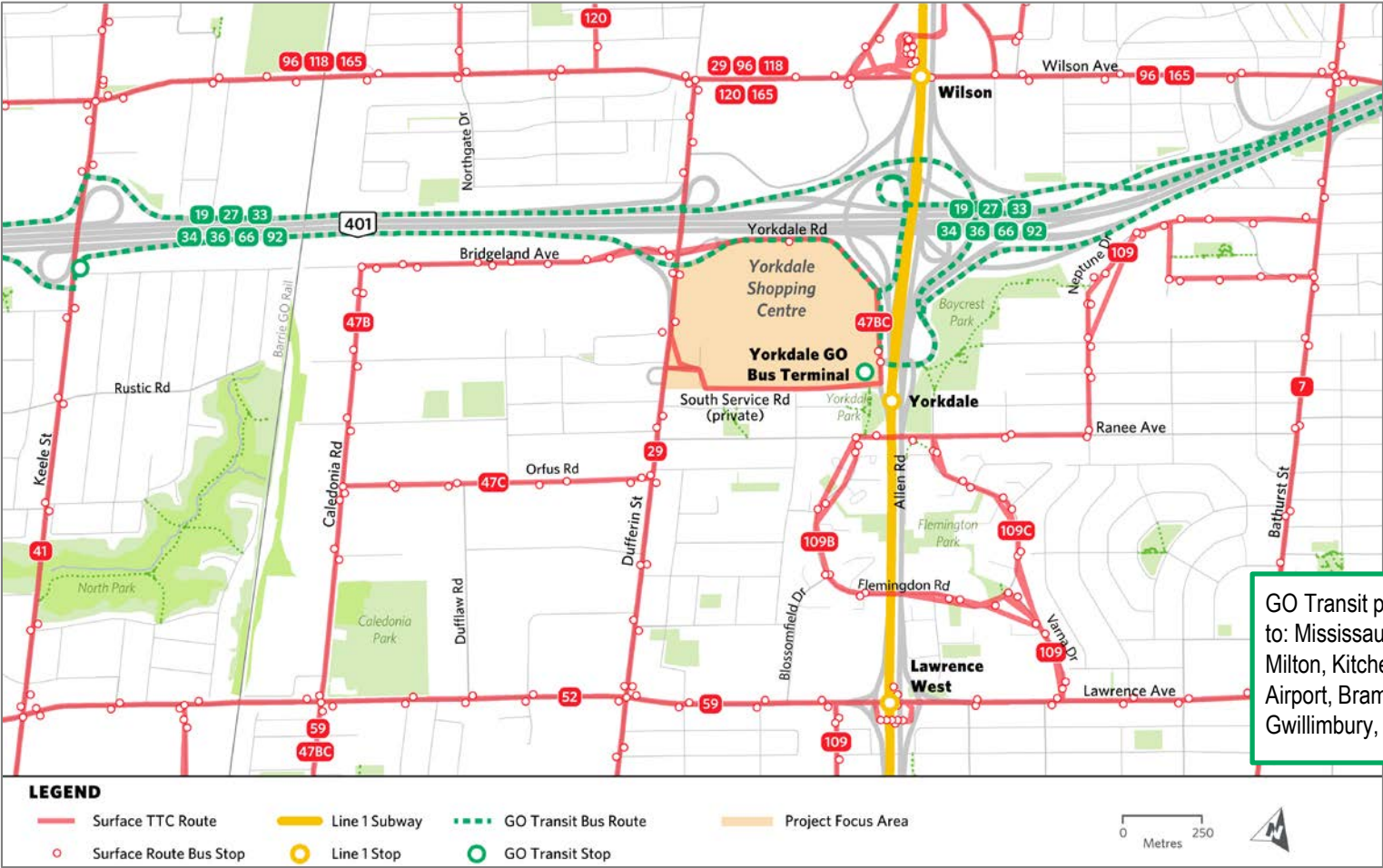


# Existing Traffic Constraints



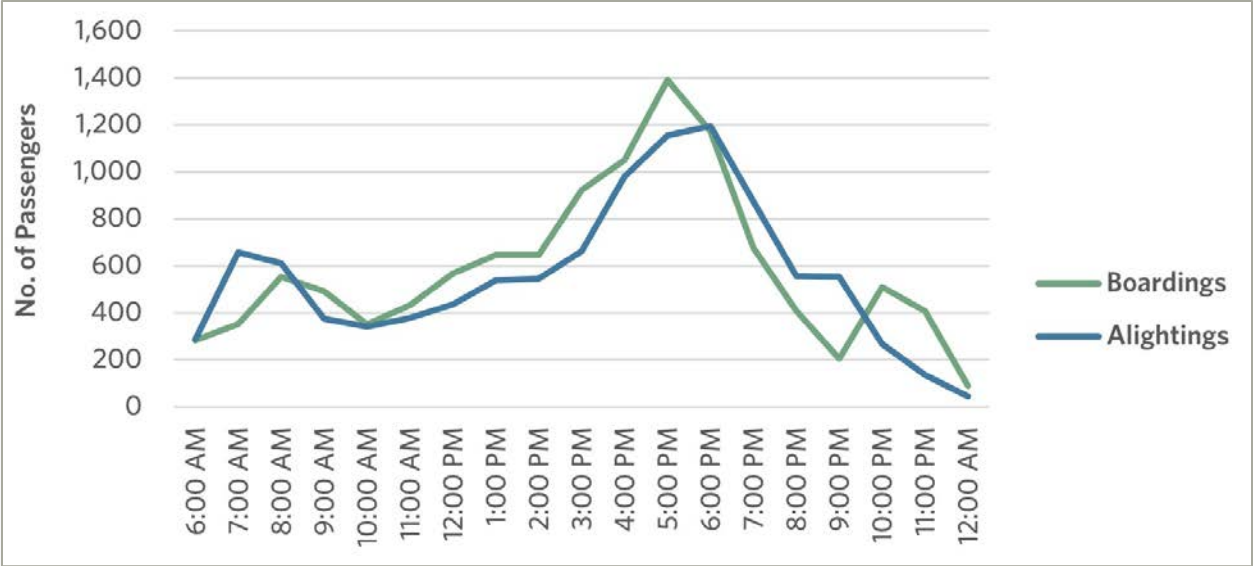


# Transit Network



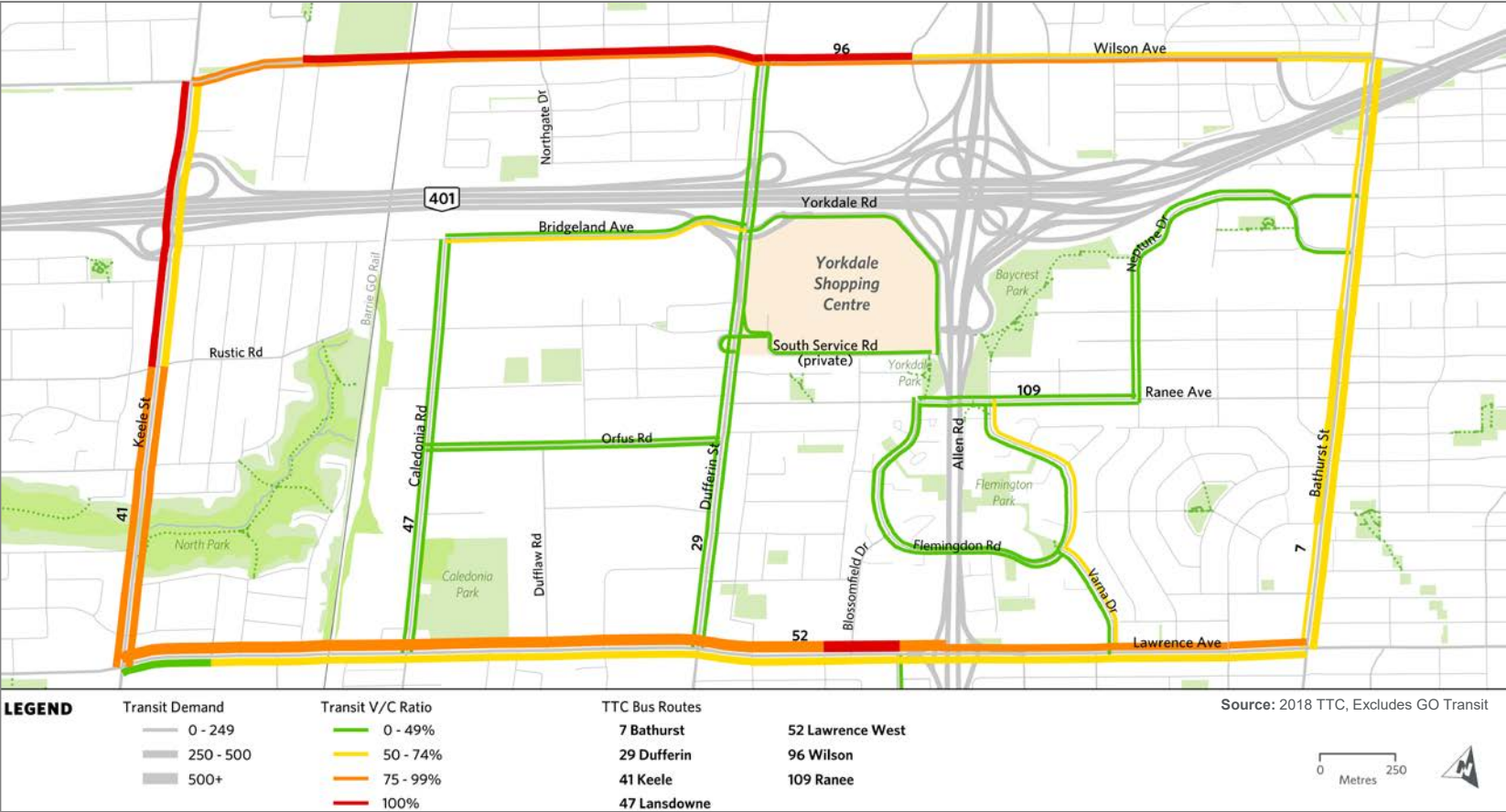
# Line 1 at Yorkdale Station

Weekday Yorkdale Station Boardings and Exiting

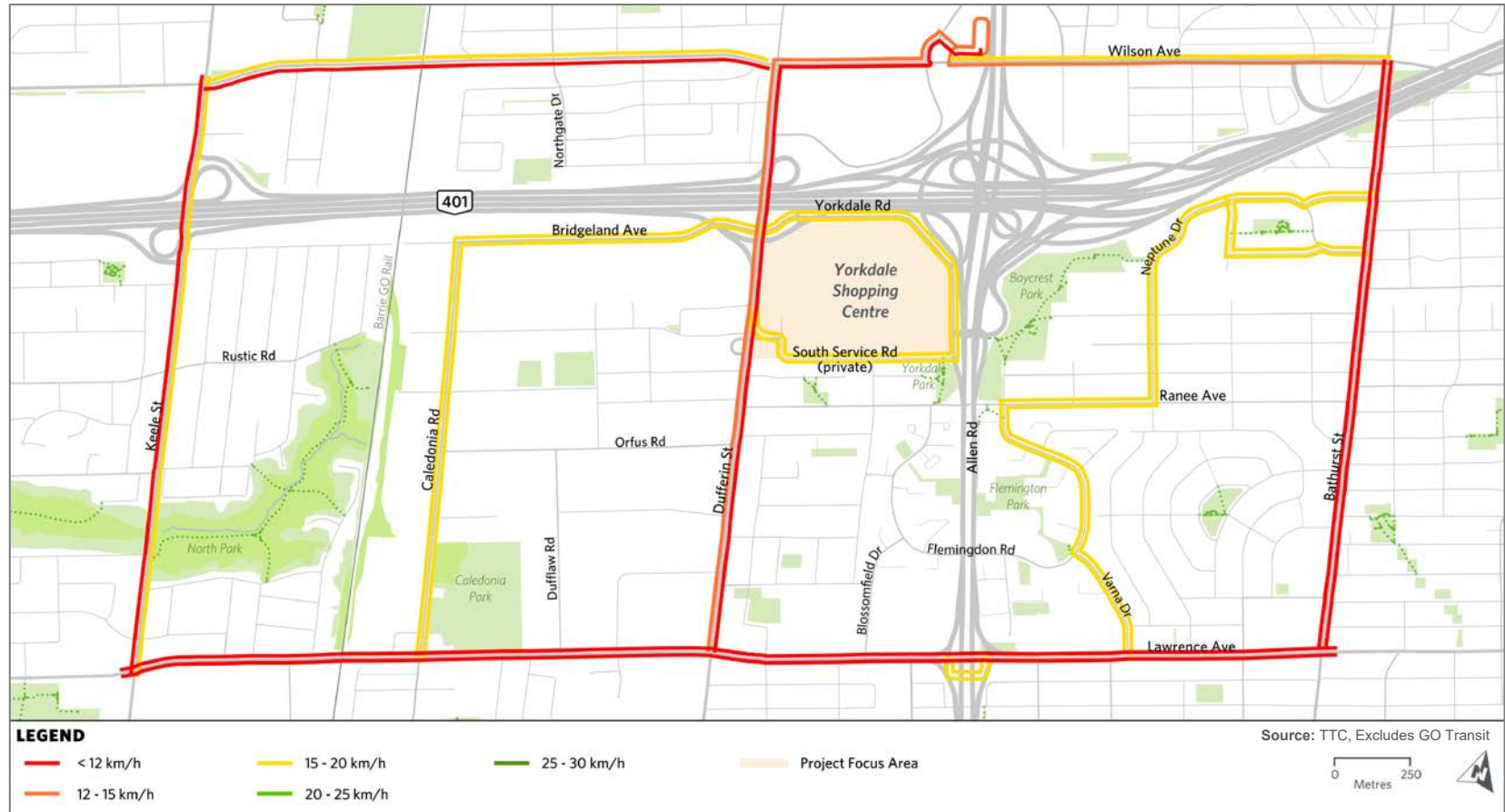


Source: 2016 TTC

# Existing Local Transit Ridership and Volume-to-Capacity (V/C) Analysis for PM Peak Hour



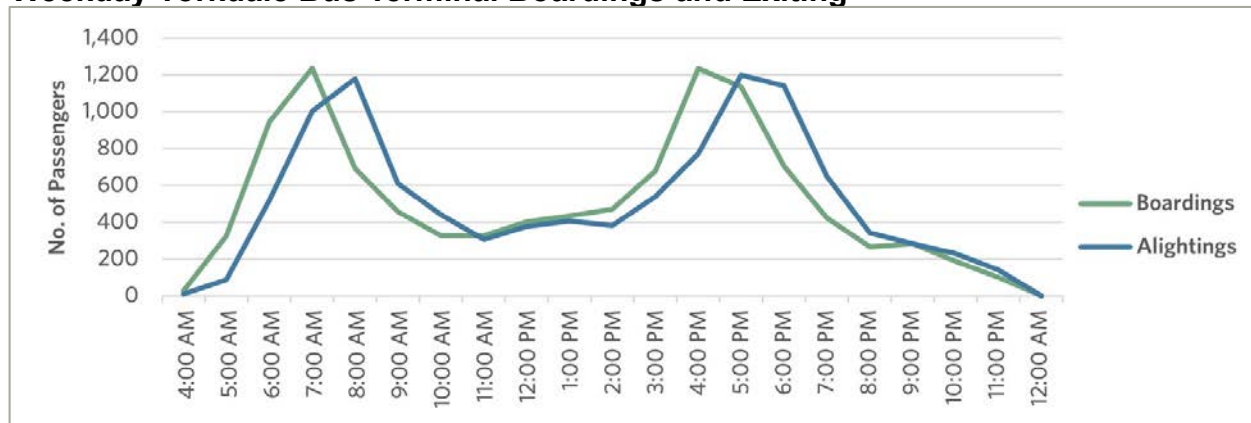
# TTC Surface Transit Travel Speeds - Weekday PM Peak Hour





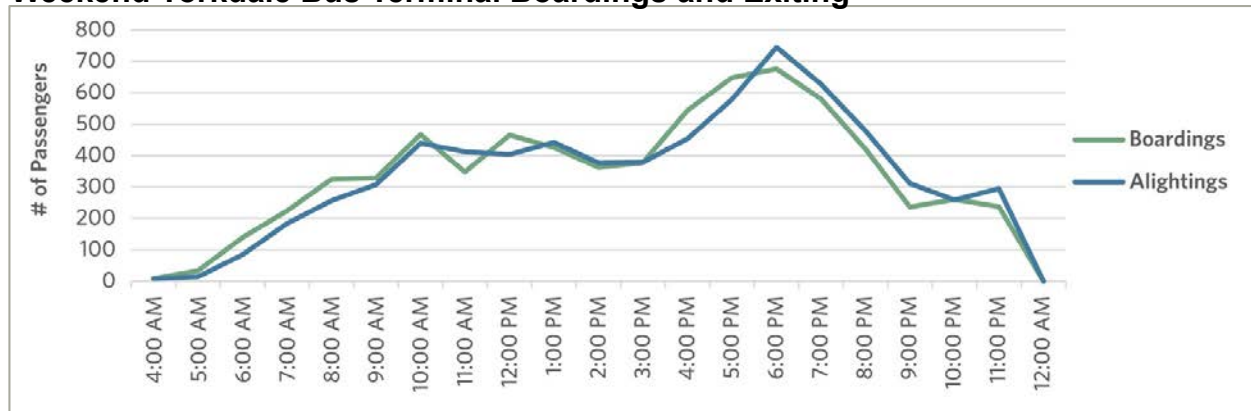
# Yorkdale Bus Terminal

## Weekday Yorkdale Bus Terminal Boardings and Exiting



Source: GO Transit 2017

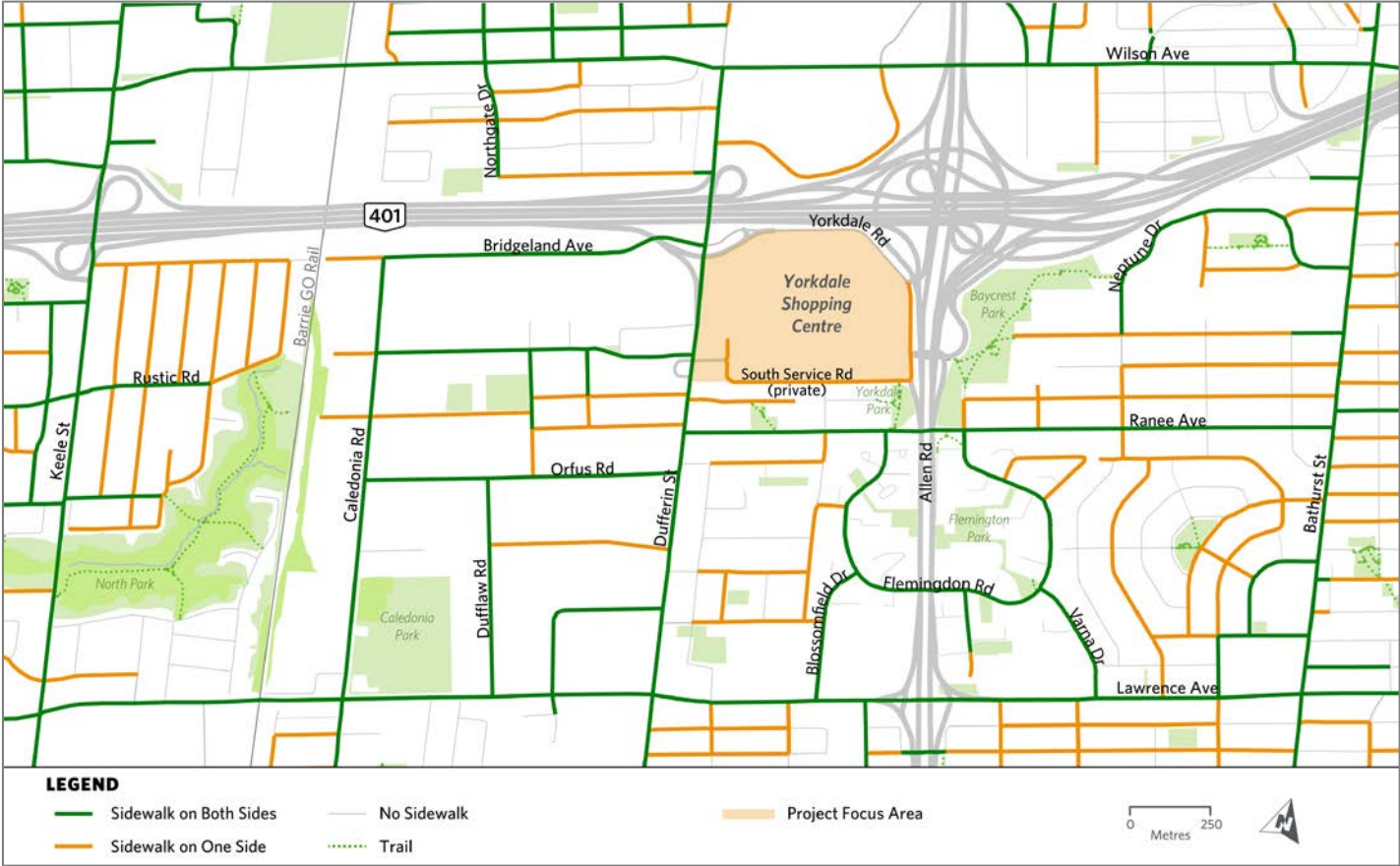
## Weekend Yorkdale Bus Terminal Boardings and Exiting



Source: GO Transit 2017

# Existing Pedestrian Network and Gaps

There are several gaps in the larger study area as many roads do not have any sidewalks. There are also several roads which only provide a sidewalk on one side.



# Level of Comfort for Pedestrians

Level of comfort is calculated based on a number of criteria including: sidewalk width, road width, number of vehicles using the road, the presence of a barrier between the sidewalk and the road (e.g. on street parking), and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



**Main thoroughfares perform poorly** due to high vehicle operating speeds, narrow sidewalks, and little to no separation from vehicular traffic



**Constant interference with sidewalks / pedestrians** due to the many driveways & access points



**Unmarked crosswalks** reduce pedestrian (Note: these are to accommodate dual left turns)

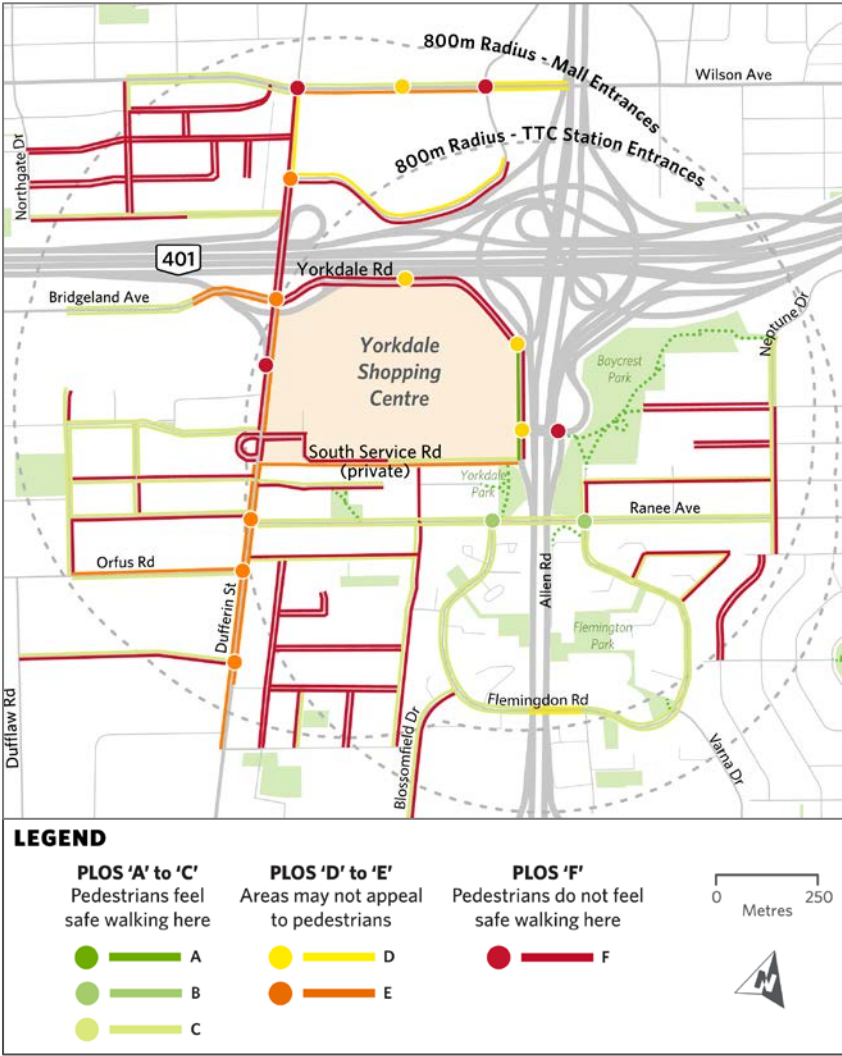


**Intersections and off-ramps are not designed with pedestrians in mind**, with large turning radii and longer crossing distances

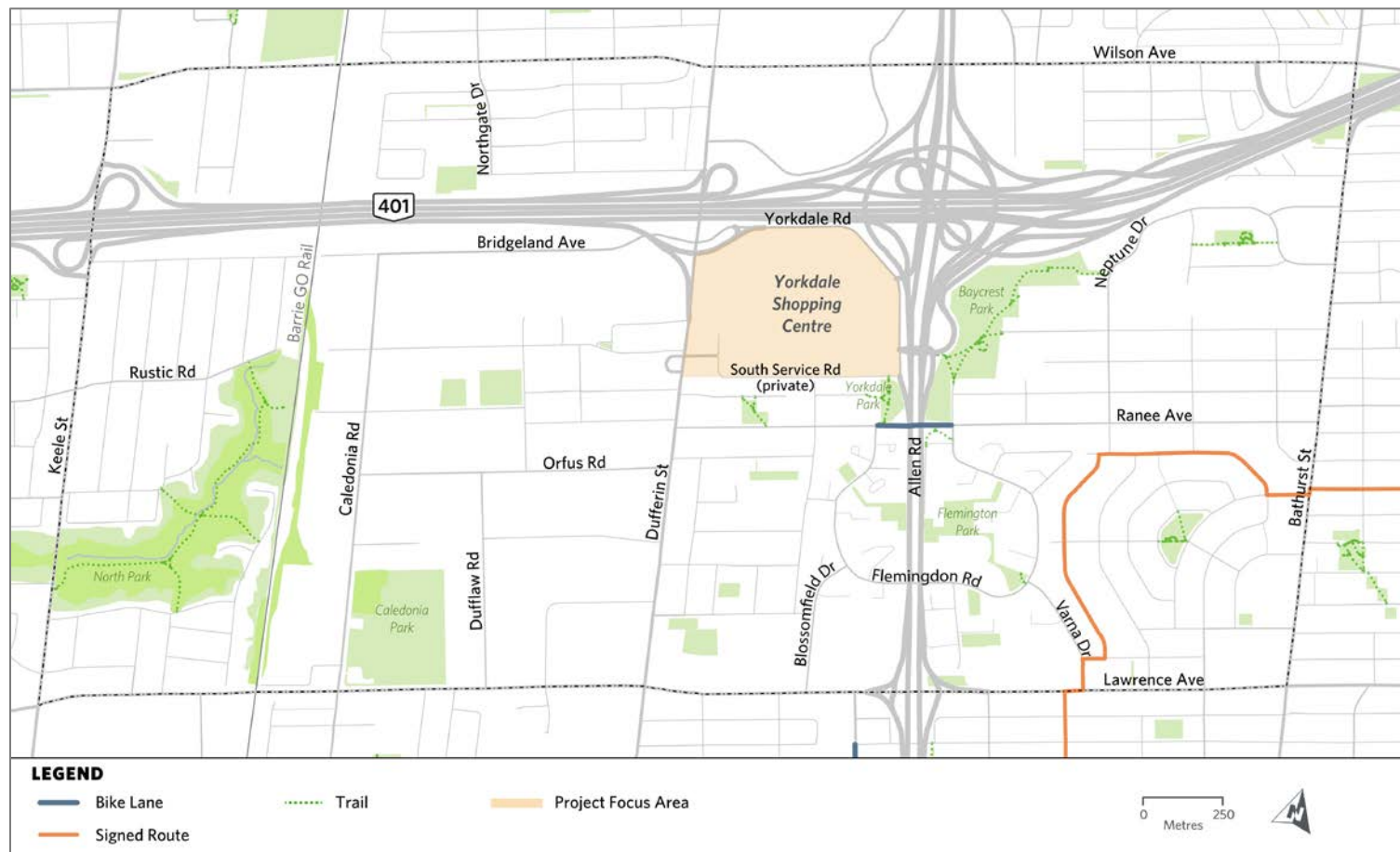


**Missing sidewalks on both sides of the street**, often in residential neighbourhoods

**Note:** Analysis is based on the City of Ottawa Multi Modal Level of Service Guidelines



# Existing Cycling Network and Gaps





# Level of Comfort for Cyclists

Level of comfort is calculated based on a number of criteria including: type of cycling facility, cycling facility width, number of vehicular travel lanes, any blockage of the cycling facility, and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



**Only 1 dedicated cycling facility** is provided; a bike lane along a 250m segment of Ranee Avenue



**Poor scores at high volume intersections** with large cross-sections and turning speeds adversely impact cycling LOS



**Dufferin Street is particularly hostile to cyclists** due to high speeds, vehicular volumes, and the lack of dedicated cycling facilities



**Local roads perform better** due to lower volumes and lower speeds due to the school zone limits



**The mall is inaccessible to cyclists** as its surrounding infrastructure is geared toward driving (e.g. on/off ramps, large intersections)



## LEGEND

**BLOS 'A' to 'C'**  
Cyclists feel safe biking here



**BLOS 'D' to 'E'**  
Areas may not appeal to cyclists



**BLOS 'F'**  
Cyclists do not feel safe biking here



0 Metres 250



## 4. PROBLEM AND OPPORTUNITY STATEMENT

---

# Problem and Opportunity Statement

There are long-term plans for development and growth at Yorkdale Shopping Centre 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.

Currently, Yorkdale is surrounded by major physical barriers including Highway 401, Allen Road, and a 6-lane Dufferin Street, which causes longer travel distances and poor walking and cycling connectivity and access in 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 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.

## 5. NEXT STEPS

---



# Thank you!

## Next Steps

---

- Public Open House on November 26 from 6:30-8:30 pm at Yorkdale Secondary School
- Continue with Phase 2 of the TMP process
- Next LAC meeting will focus on:
  - A review of alternative solutions and criteria used to evaluate them
  - Yorkdale Shopping Centre Block Master Plan design alternatives