



Yorkdale Shopping Centre Block Master Plan & Yorkdale Transportation Master Plan

Local Advisory Committee Meeting #2 - Minutes

Thursday November 21, 2019

Yorkdale Secondary School – Library – 38 Orfus Road

6:45 p.m. to 9:00 p.m.

The purpose of the meeting was to provide an update on the Block Master Plan and have a focused discussion on the existing transportation condition findings in the study area.

The meeting agenda included:

- 7:00 p.m. Introductions, Review of Agenda & Committee Terms of Reference**
- 7:10 p.m. Yorkdale Block Master Plan Status Update & Questions**
- 7:15 p.m. Yorkdale Transportation Master Plan & Questions**
- 8:00 p.m. Facilitated Table Discussions/Workshop**
- 8:50 p.m. Report Back & Next Steps**
- 9:00 p.m. Meeting Adjourns**

1. Introductions, Review of Agenda & Committee Terms of Reference

Meeting was facilitated by Tracy Manolakakis, City of Toronto. Each member introduced themselves.

Note: The discussion captured is summarized below. Questions are noted with a “Q”, comments with “C”, answers with “A”, and action items with “Action.”

2. Yorkdale Block Master Plan Status Update & Questions

Guy Matthew presented an update on the Yorkdale Block Master Plan study.

Tatjana Trebic spoke about the possible future of Yorkdale Shopping Centre, explaining the expected uses of the Yorkdale site.

Q: Is there an update on the Holiday Inn site? Heard there was a settlement, as that might affect the way this will be looked at.

A: Yes, there is a settlement and there is also a decision on some of the settlements that does not include the Yorkdale Shopping Centre.

Q: What will the increase in population be as a result of Oxford's current plan?

A: Approximately 1,800 people.

3. Yorkdale Transportation Master Plan & Questions

Gary Papas presented the problem/opportunities presented by the study and the existing conditions within the study area.

Q: In reference to Problem/Opportunity statement, it refers to a six lane Dufferin Street but it is two lanes north and south, except near 401. Statement makes it deceiving.

A: We will revise the wording, but the key message here is Dufferin Street provides limited crossing opportunities for pedestrians, creating a barrier for east-west active travel.

Q: In reference to slide 6 on Population and Employment Growth Projections, how did you come up with that? Do these projections include other developments that exceed the zoning permissions?

A: The projections do not include Oxford's proposed development, but it does include approved development applications (i.e. ones that exceed zoning permissions). It also includes all as-of-right zoning projections, and the policies contained in the Secondary Plans.

Q: In reference to slide 6, Population and Employment Growth Projections, did you account for the re-development of Lawrence Heights?

A: Yes, because Lawrence-Allen is an approved Secondary Plan. So, all of the approved density permissions would be included in our growth projections.

C: Figures pertain to the larger study area, where overall traffic is estimated to grow by 8-12%. There are 191,000 daily trips right now, 10% is a lot of additional trips given the current daily trips. Any development that goes beyond the planned growth is not included.

Q: Is this census based data?

A: No, it is based on a household survey conducted every five years by the University of Toronto. The sample size is 5% of the population based on demographics.

Q: When was the last time that a traffic count was done in the area?

A: We have counts as recent as 2018-2019. Counts are conducted at intersections. For the purpose of this study, we used recent counts, 2-3 years old.

Q: So this is semi-qualitative?

A: No, it's all quantitative. It's all survey based.

Q: But humans are interacting? Not actual sensors are interacting? Concern that people lie in responding to surveys. What you need to do is correlate this with observed data. Do we have any data yet on what type of benefits the extension of the Spadina subway extension has had on traffic in the area?

A: This data pre-dates the opening of the subway extension. TTC has provided ridership for the subway, but that wouldn't correlate with what Transportation Tomorrow Survey (TTS) is showing.

C: Lawrence is also very much gridlocked. There is literally no movement. As a little experiment, take away the on-ramp to the Allen at Lawrence Avenue and let's see what happens. It would move.

Q: Are you saying the Northbound or the Southbound as well?

A: In terms of the modelling, we are going to look at what happens if you turn this off or switch that on, that is a component that will come. In terms of where we've got some major issues, these are what we know of, you might be signaling to us some other ones that we haven't accounted for.

Q: Has anyone taken into consideration a possibility of having the Dufferin 29 bus come right into Yorkdale Shopping Centre, pick people up and head back out, which wouldn't affect any of the north/south traffic?

A: In our conversations with TTC, they are open to ideas of a branch off of Dufferin, but because Wilson is the terminus and starting point of that bus, it would be quite circuitous to do a loop like this.

Q: No, I didn't say loop. It would come into the front of the shop, pick people up. Just go right in, and come back out.

A: Yes, this is something we can look into.

Q: In regards to slide 18 on Existing Local Transit Ridership and Volume-to-Capacity, in what timespan, where is the data from? A friend who drives for the TTC on the Dufferin route has said that it will take them 40 minutes to drive from Wilson to Lawrence. During rush hour, they will send for more buses when they are at capacity.

A: What your friend experiences may be the case, but the information captures the capacity, i.e. people on the bus and does not relate to time. Since our study area stops at Lawrence, anything captured south of that is not examined.

C: I would agree with the green line. I have taken the Dufferin bus to go down to the CNE and would get on before Lawrence when the bus is empty then to get on Wilson Station.

A: Information is supplied by the TTC. The information helps them to design routes - by examining how many buses are required.

C: Until last year, I took the Dufferin bus southbound from Bentworth Avenue, every morning for 5 years and it was packed every morning. What was most frustrating was that there wouldn't be a bus for 10 to 15 minutes, and then 3 or 4 in a row.

C: This map says nothing about reliability or frequency.

Action: City needs to look at the volume capacity at AM peak for the Dufferin bus.

C: Map does not reflect data of subway ridership. Subway now goes to York University and this is a key factor.

C: I stopped taking the bus because it became too crowded and inconvenient, and that is why I'm in my car now.

Clarification: *TTC bus ridership and road data are current and do take into account subway extension.*

C: Bridge rehabilitation has been a punishment for residents for many years now and has contributed to traffic issues.

Q: Will there finally be a left hand turn southbound from Dufferin onto Yorkdale Road?

A: The existing 401 overpass is a constraint. We would have to move the west bridge abutment to accommodate a southbound left storage lane.

C: Regarding the level of comfort for cyclists, I am surprised the walk score for my street gives a 57 for bikeable, cannot believe it's that high.

4. Table Discussions

The discussion is summarized below.

PEDESTRIAN-CYCLING-TRANSIT NETWORKS

Pedestrian Network

- Walking is unpleasant and unsafe
- Crossing Baycrest Park is unsafe
- Provide a bridge extending from Yorkdale subway station into Baycrest Park going east with open sightlines
- Subway station now has an elevator to get pedestrians where they need to go, what if, with the help of Yorkdale, there is a bridge that extends to the subway, so pedestrians can see what they are walking into
- A bridge north of Flemington Road is also needed
- Create more "urban" streets – where there is open space and not parking lots
- Dufferin is not pedestrian friendly
- Do not like how the Shoppers Drug Mart parking lot at Dufferin and Lawrence backs onto the street
- When the entrances faces the sidewalk, it is a better environment and more safe
- People have no choice but to drive from one business to another as the entire area is not conducive to walking
- Walking along South Service Road is not great, it's small and not well lit. With snow, the space gets smaller. And as you get closer to the subway it narrows.
- There's now a wall at Highland Hill and residents need to go to the Yorkdale parkette to get to Yorkdale. Why not have a pedestrian walkway?
- In terms of anything on Dufferin, there are no connections between the west and east, streets are all disconnected and fragmented, and there is not one proper intersection.

- There is a disconnected sidewalk near the Holiday Inn/dealership, if you walk along the sidewalk path you hit many barriers
- Encouraging walking is better for everyone on the road

Cycling Network

- There is support for cycling, if space permits and the City does not have to take away existing travel lanes
- Trails are a good option
- Do not recommend cycling on the Yorkdale Service Road

DRIVING AND TRAFFIC CONDITIONS

- Tunnel from the north side out of the mall onto Wilson
- Dufferin is exhausted, need another way to exit.
- Extend Caledonia north of the 401 by tunnel or bridge.
- Provide an exit to Caledonia off 401 to go to Bridgeland. Would take trucks off of Dufferin.
- Extend Bridgeland to Floral Parkway to provide an east/west connection to Keele St.
- City doesn't have a traffic problem, they have a routing problem. There are blockages which need to be alleviated.
- Connection of Bentworth and Ranee is a major concern. Terrible design/pedestrian traffic is brutal.
- Suggest allowing drivers to make left to Dufferin – Bentworth is the only one with the light
- Right northbound/Ranee to Dufferin
- Drivers making right northbound on Ranee to Dufferin do not pay attention to pedestrian crossing.
- Connect Glenbell through Ranee or through the park
- There is a major issue with no rights on red at South Service Road leading onto the 401. There is sometimes an officer there that goes against the traffic – they were ignoring the lights and causing more chaos.
- Issues on the east side of Dufferin getting out of Yorkdale Shopping Centre
- City needs to better coordinate signals
- Make stop signs into lights

BLOCK MASTER PLAN

- Three nodes: Dufferin north of the mall, GO Terminal, and the mall itself
- Keep mall open later to facilitate pedestrian connection
 - Walking areas – large areas are still blocked– interior areas need coordination – need clearer signage
- Focal Point
 - Dufferin Street should be where grand entrance is located, not parking lot
 - Physical mall should focus on Dufferin
 - Grand entrance → open space opposed to physical building
 - Grand entry to draw people in, a beautiful art piece, some restaurants or a food Hall

- Eatery? Steakhouse? Something to draw people in
- Location and height of buildings
 - Along Dufferin it would be nice to be low/mid-rise
 - Higher rise near Yorkdale Road
 - Hotel component especially because of the loss of the Holiday Inn
 - residential areas should face 401
 - Business towers should act as shield from 401
- Store signage on exterior is important to retailers but do not let it drive urban design. Need to do what is right for the land and the community. Signage can be moved
- GO Terminal
 - getting people connected to the GO Terminal will help with traffic problems
 - they run 7 routes now, want to run more, and TTC wants to bring buses into the site but there is no-where to go
 - tunnels and underground
 - encourage people to use it
 - currently using fixed platforms
 - if they could park their buses somewhere else and bring their buses in for 5 minutes at the appointed hour, you could fit 20 buses in one stand
 - first thing GO should do is look at aesthetics – currently a disaster
- Vehicle access to the mall
 - why is there no turn at Dufferin and Bridgeland?
 - option to enter Yorkdale Shopping Centre from the north instead of coming south on Dufferin St
 - people are making illegal turns at gas station
 - would be easier to make a left at the service road → issue is it will be backed up
 - alleviates pressure at Bridgeland south
- Green Space
 - patios for the summer – something to draw people in
 - dog off leash area
 - open space is important
 - may not necessarily need to be a park, because cars are going at high speeds and kids playing too close to traffic is a concern
 - grand entrance arch – opening there and green space would be there. Would see it from Dufferin St but there needs a buffer
 - unsure of how well it will be used
 - connect west to Yorkdale and Baycrest
 - green space on site should be useable and be interactive
 - provide for both winter and summer uses
 - Berzy Park replica
 - touristy
 - rooftops
 - need something that is artistic
- short circuit so it doesn't bottle neck
- lighting under bridges

Meeting was adjourned at 9:30 p.m.

Follow-up Action Items

1. Oxford Properties to make available physical 3D models for viewing at next LAC meeting.
2. City needs to look at the volume capacity at AM peak for the Dufferin bus.

Attendees

LAC Members

William Adler
Diane Ascenzi
Derik Chica
Davide De Luca
Paolo Falsetti
Gianfranco Cristiano
Nick Murdocca
Vince Pugliese
Tatjana Trebic – Urban Strategies
John Filipetti – Oxford Properties
Shane Miyama – Oxford Properties

Absent: Barbara Hill, Robert Ramlall, Mirella Rosati

Councillor Office

David Bellmore, Councillor Colle's Office

City Staff

David Kuperman, City Planning
Sheik Alam, City Planning
Guy Matthew, City Planning
Tracy Manolakakis, Public Consultation
Gary Papas, Transportation Services
Al Rezoski, City Planning
Khatija Sahib, Public Consultation

Consultants

Catherine Curak, HDR
Carl Wong, HDR
Jim Gough, WSP on behalf of Oxford Properties

Minutes taken by: Hanna Sahib