



Yorkdale Shopping Centre Block Master Plan & Yorkdale Transportation Master Plan

Local Advisory Committee Meeting #3 Minutes

Wednesday August 12, 2020

Webex Meeting

6:30 p.m. to 9:00 p.m.

The purpose of the meeting was to provide an update on the Block Master Plan, to present the 'long list' of potential mobility solutions for the Transportation Master Plan, and to receive feedback from Local Advisory Committee members on the proposed mobility solutions and the current Yorkdale concept plans.

Meeting Agenda:

- 6:30 p.m. Introductions, Review of Agenda & Committee Terms of Reference, Workshop Format**
- 6:45 p.m. What We've Heard from the Public and Updated Problem & Opportunity Statement**
- 7:00 p.m. Evaluation Process**
- 7:30 p.m. Block Master Plan, Land Use, and Density**
- 8:00 p.m. Long List of Mobility Solutions and Strategies**
- 8:45 p.m. Questions and Additional Materials**
- 8:50 p.m. Next Steps**
- 9:08 p.m. Meeting Adjourned**

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

Meeting was facilitated by Stephanie Gris Bringas, City of Toronto. Each member introduced themselves.

The discussion is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action."

2. What We've Heard from the Public and Updated Problem & Opportunity Statement

Stephanie Gris Bringas presented the updated problem and opportunity statement.

3. Evaluation Process

Carl Wong presented the evaluation process of the project and high level screening.

4. Block Master Plan, Land use, and Density

Tatjana Trebic and David Pontarini presented Oxford Properties' current proposed concept plan for Yorkdale Shopping Centre.

Q: It looks like Yorkdale's westward expansion ends where it is right now in order to accommodate this beltway of green spaces. Is that correct? Is that what Yorkdale is thinking – not going as far west as Dufferin Street?

A: Our view is that, the area of the mall where Restoration Hardware is located is the western extremity of that section of the mall. Heading south towards Joeys we have preserved the opportunity for that wing to extend to Dufferin Street. It is shown as open air, partially closed/covered, all the way to Dufferin Street. It was important for Yorkdale to have an address at the Dufferin Street sidewalk. That is the connection to Dufferin Street.

Guy Matthew spoke about the City of Toronto's current proposed concept plan for the Yorkdale Shopping Centre and presented a comparison of land use densities with the current Oxford plan. Guy Matthew asked LAC members for their thoughts on the differences between the parkland options presented.

The discussion is provided below.

Park Space

C: Having smaller parks that connect to a larger park would allow residents to have more space and, because it is a large property, would require people and shoppers to travel less to access park land. Different buildings can be connected to the park space that is closest to them. Programs or activities that need more space can use Dufferin Park.

C: Keep it simple. We are providing green space for outdoor leisure and beauty, not for recreational sport activities. Baycrest Park allows for that. One thing you may want to consider is an off-leash dog area, as this area lacks one.

C: Three smaller parks and one large one would be ideal. One large space can be very overwhelming and crowded, like at Don Mills, for example. These spaces should be places that residents gather and enjoy.

A: As the spaces get smaller, the options of what you can put in them from the viewpoint of the city programming changes. The ideal for an off-leash dog area is 2,000 square meters.

Streetscaping

Jack Krubnik spoke to green infrastructure and shared streets. Guy Matthew asked the committee what kind of streets these should be: retail oriented and wide, or just sidewalks immediately adjacent to buildings.

The discussion is provided below.

C: There should be a separation of vehicular and pedestrian traffic, which might require a route for vehicles entering and exiting apartments. Inter-mingling with cars, or even cyclists or skateboarders, is risky. If a separation of traffic were to occur, emphasis should be on electric car infrastructure. Places to charge should be readily available, and it should be easy to plug your car in.

Focus should be on pedestrian friendly streets. With more space, there is room for buskers, pop-ups, and fountains creating a more vibrant area. If we are starting with a fresh clean slate, it

would be an opportunity to consider creating a true 'mall' and merge the street traffic or pedestrian traffic in with the parks.

Q: Pandemic proof planning must be implemented into the infrastructure, parks, and open spaces for these proposed towers. We have passed a motion at Council saying that all new planning should be viewed through a pandemic protection lens. Has this been done for this development? There will need to be design features that take social distance into consideration.

A: It is something that will be looked at and that we will need to think about.

C: The parks are small and there will not be enough space to social distance. Without pandemic proof planning there is no physical distancing. These features must be implemented into buildings. A new planning view needs to take into consideration public health, and protecting people from future waves of COVID-19.

C: We need to consider how many people will be coming to this area. Try to maximize the green space and design it for the new pandemic reality to ensure physical distancing. What is shown is not nearly enough.

C: All the big road networks provide access to the residential and office space, but there is no major infrastructure improvements that eases the load onto Yorkdale Road or Dufferin Street.

C: We cannot satisfy everyone with the green space, but a mix may satisfy more people. More green areas must be considered, which may be difficult with the project. A few smaller parks might suffice.

5. Long List of Mobility Solutions and Strategies

Carl Wong presented the potential mobility solutions and strategies identified as part of the Transportation Master Plan and asked committee members for feedback on the proposed solutions.

The discussion is provided below.

Solution 1:

A: 1A and 1B will not impact the residential properties north of Highway 401; road improvements will be on the private property to the west of the residential area. In regard to noise, these two options would be designed such that the road will go under highway 401, thus limiting noise pollution on the surrounding neighbourhood.

Q: What is the large rectangle that says Barrie GO Rail Corridor?

A: It is an industrial building with one property owner. It is either a warehouse or has industrial use.

Q: Is the idea to flyover or go under?

A: In this area, the 401 is higher than the ground level at Bridgeland, so it would go under the 401, and the Barrie GO line already does that. That is the concept behind 1B – to extend and carry a road underneath the 401. The plan is the same with option 1A.

C: 1C creates a drag strip between Bridgeland Avenue and Wilson Avenue. Residents did not sign up for that. 1A and 1B interferes with the neighbourhood creating noise that can be mitigated with appropriate sound proofing equipment.

C: 1C should be eliminated. Whoever lives at those addresses will be upset. 1A and 1B would work.

Q: 1C does not look like a strong solution. In regards to 1A, is a 401 exit onto Caledonia Road feasible?

A: It is an option being looked at.

C: If the exit onto Caledonia Road is feasible, a ring or wrap around may be possible. If the industrial portion on Bridgeland Avenue could be used, that would help Dufferin Street a lot.

Q: Have you modelled how much traffic would flow through the Caledonia fly over? Or modelled how much traffic would come off of Dufferin Street onto Caledonia Road?

A: This has not been modelled, but the intent here is to short list some key projects that have the best outcome through the high level screening. If that modelling is critical to deciding whether an option should move forward, then it could be done.

C: 1C is a non-starter. Do look at Caledonia access to the 401. Caledonia Road and Dufferin Street must be opened up to accommodate the 8,000 additional residents.

C: Properties will be impacted by some of the options. Once we have a definitive 'short list', we will contact owners of properties that are potentially impacted by the solutions. We help them understand the potential impacts and ask for their comments.

C: It should be noted that options 1A and 1B tie into the Murray Road regeneration area which will have more than 1,000 new residents and workers.

Solution 2:

C: Option 2A and 2B would have to be flyovers, not underpass. 2B is shortlisted.

C: Options 2A and 2B will result in push back from the community because they will bring more traffic through a residential area. The streets that surround the area, such as Keele Street, Falstaff Avenue, Rustic Road, and Maple Leaf Drive are already busy streets, particularly west of Keele Street. With these solutions, traffic would be transferred to the area east of Keele Street. The area has an elementary school and it is busy during pick up and drop off hours because people don't feel safe letting their kids walk to school.

A: As part of the study, traffic modelling will help us understand what the impacts will be and that will help us to make decisions. We do understand that these are residential communities that we would be affecting. We haven't made any decisions, but the evaluation criteria we use to make recommendations do look at a wide range of factors.

C: Something important to note about Rustic Road going into Cartwright is that Rustic dips down. It would become a perfect gateway for speeders.

C: Maybe the solutions can be more focused on pedestrian and cycling connections rather than auto connection.

C: People would be more willing to support a pedestrian or cycling connection.

Q: The Floral Parkway-Bridgeland connection is so close to the 401 it's just bringing Keele Street traffic to Dufferin Street. What is the big benefit of doing something like that?

C: Any connection from Yorkdale or from Dufferin Street into the smaller residential community to the west, will completely destabilize the neighbourhood. With the Holiday Inn development, is there potential for an east-west road on the west side of Dufferin Street, north of the residential properties along Jane Osler Boulevard that would run the entire distance from Dufferin across to Caledonia?

A: With the proposed Holiday Inn east-west road connection, all industrial properties will be affected. In some cases, the back end of these properties is the loading area or the buildings go all the way to the back.

C: Everyone will benefit from the redevelopment of Yorkdale. Without alternative arteries to relieve traffic, residents on Rustic Road or Floral Parkway will experience delays getting to or from home.

C: What if people had their taxes waved for 10 years? It would be a financial reward provided to residents to compensate for making it easier for people to get to Yorkdale. Residents need to ask 'what's in it for me?'

A: The trade-offs that each solution presents, in terms of the benefits, the costs and the impacts, is something that we will be trying to capture when we ask for public feedback.

Solution 3:

C: Regarding solution 3, MTO does not like buttonhook ramp configurations. Option 3C is shortlisted and could be designed as a flyover over the Barrie GO Line and to come down to grade at Caledonia.

C: Regarding the proposed connections from 401 to Caledonia, there is an opportunity to repurpose the industrial pocket to create a loop because the industrial uses that are west of Caledonia, off of Bridgeland, are on an island of its own. They are dead ends, and that area can serve a much better purpose in terms of traffic flow, rather than Bridgeland.

Solution 4:

C: Options 4A and 4B would require amendment to the City Council approved Dufferin/Wilson site and area specific policies for the regeneration area.

C: The options need to be animated to illustrate the flow of traffic. Without illustration it is difficult to understand how traffic flow will change. The McAdam loop options in particular should be animated for better understanding.

A: We can keep that in mind for the public event and we will look at ways to make the visuals easier to understand.

A: We do have the capacity to create renderings of shortlist solutions.

Solution 5:

No comments.

Solution 6:

C: The idea of the Dufferin bus going into Yorkdale, which is shown as solution 18, is something that was previously suggested, but the idea is that it would be a drop off, rather than a loop: it would turn in at Restoration Hardware, drop passengers off and then come back out onto Dufferin Street. It could be done now as a pilot project.

A: The City and TTC will take that idea into consideration to see if it should be carried forward as a short list option. The TTC will need to comment on how this would impact the speed and reliability of service on Dufferin, because it would create some type of delay.

Solutions 7 and 13:

C: The connection of Yorkdale Road to Cartwright Avenue would be destabilising for the local community. It would create a huge increase in the flow of traffic east and west. The South Service Road should be widened and a turning lane should be incorporated to allow for Yorkdale Mall traffic to flow better, access underground parking and connect to other areas of the mall.

Solutions 8, 9, 10-16, 17-20, and 21-24:

No comments.

Other Suggestions:

C: Right now, the existing eastbound 401 connection at the end of the South Service Road, where the light is, is terrible. Where the Allen comes down and into Yorkdale, traffic has to go north or south and can't go through. In the past I suggested that there needs to be a way to get traffic through and under Allen Road, to connect with the eastbound 401. What would the infrastructure implications be for that? Didn't see it as an option, and not sure whether or not it was picked up as feasible.

C: Was there potential to extend Marlee Avenue up to Yorkdale Road to help create a north-south route that would ease congestion off Allen Road and potentially help with traffic? We should take advantage of natural blocks where you have long connections.

C: We have commented in past the need for a traffic light study on Dufferin. Coordination of the traffic lights can help traffic flow, especially considering 13B and increasing the number of traffic lights to get people turning left and right. Without the unison of traffic lights, a backlog will occur. Is a traffic light study being considered?

A: Signal coordination and signal progression aims to minimize stoppages at signals. The challenge is that, when you have a lot of side streets that connect, and you want to give opportunities for side streets to get onto Dufferin Street, it slows traffic flow, so it's a trade-off.

When a major street connects or intersects with another major street, you have that issue which one takes priority.

C: Dufferin Street is a transit signal corridor which interrupts the flow, as well as busy side streets competing for green time. Hence it is an issue to improve flow.

C: The signals could be coordinated in segments of 4 or 5 lights or intersections, between major intersections.

C: The City does signal studies. They have over 2,000 signals that have to be maintained, so they cannot all be done in one year. There is a cycle of updating signal timing and it may be 4 to 5 years until they complete one cycle of review. Dufferin Street is definitely a priority. The last update was 2016, so it should be coming up for renewal.

6. Additional Questions

Q: If we wanted to share some drawings how would we do that?

A: Maps can be sent out, and a markup can be done and then submitted. Or you can mark up the presentation slide deck when that is provided, electronically. We can also have a phone conversation or set up a WebEx meeting to mark up a drawing together.

We are hoping to have all additional comments within the next couple of weeks.

Q: Will a copy of the slides be distributed?

A: Yes

7. Detailed Evaluation Criteria & Next Steps

Stephanie Gris Bringas presented the Draft Detailed Evaluation criteria and Next Steps for the studies, and invited committee members to submit comments and recommendations regarding the evaluation criteria via e-mail. Commenting period is 2 weeks.

C: The Problem & Opportunity Statement is the guiding document for the Transportation Master Plan and sets the scope for the study. LAC members should take this into consideration when reviewing the draft evaluation criteria.

Guy Matthew noted that the project team may need to hold one additional LAC meeting to focus specifically focus on some aspects of the Block Master Plan.

The meeting was adjourned at 9:08 p.m.

Follow-up Action Items

1. Project team to consider animating or illustrating the proposed mobility solutions.

Attendees

LAC Members

Paolo Falsetti
Gianfranco Cristiano

Nick Murdocca
Vince Pugliese
Melissa Haber

Regrets: Robert Ramlall, Mirella Rosati, William Adler, Diane Ascenzi, Derik Chica

Councillor's Office

Councillor Mike Colle, Ward 8, Eglinton-Lawrence
Jane Law
Linda McCarthy

Project Team

Edward Presta, Sr. Project Manager
Guy Matthew, Sr. Planner, City Planning
Stephanie Gris Bringas, Public Consultation Unit
Carl Wong, HDR
Laura Chong, HDR

David Kuperman, City Planning
Sheik Alam, City Planning
Al Rezoski, City Planning
Diane Ho, City Planning
David Kuperman, City Planning
Jack Krubnik, Urban Design
Dawn Hamilton, Urban Design
Eno (Rebecca) Udoh-Orok
Luigi Niccolucci, Transportation Services
Shawn Dartsch, Transportation Services
Eric Chan, Transportation Services
Tracy Manolakakis, Public Consultation Unit

Consultants

John Filipetti, Oxford Properties
Tatjana Trebic, Urban Strategies
David Pontarini, Hariri Pontarini Architects
Jim Gough, WSP

Minutes taken by: Hanna Sahib