



Yorkdale Block Master Plan & Transportation Master Plan

Local Advisory Committee Meeting #3

August 12, 2020



Agenda

- 6:30 pm **Introductions, Review of Agenda, Committee Terms of Reference, Workshop Format**
- 6:40 pm **What We've Heard from the Public and updated Problem and Opportunity Statement**
- 6:50 pm **Evaluation Process**
- 7:00 pm **Proposed Block Master Plan Land Use and Site Plan**
- 7:30 pm **Long List of Mobility Solutions and Strategies**
- 8:15 pm **Questions and Additional Ideas**
- 8:55 pm **Next Steps**
- 9:00 pm **Meeting Adjourns**

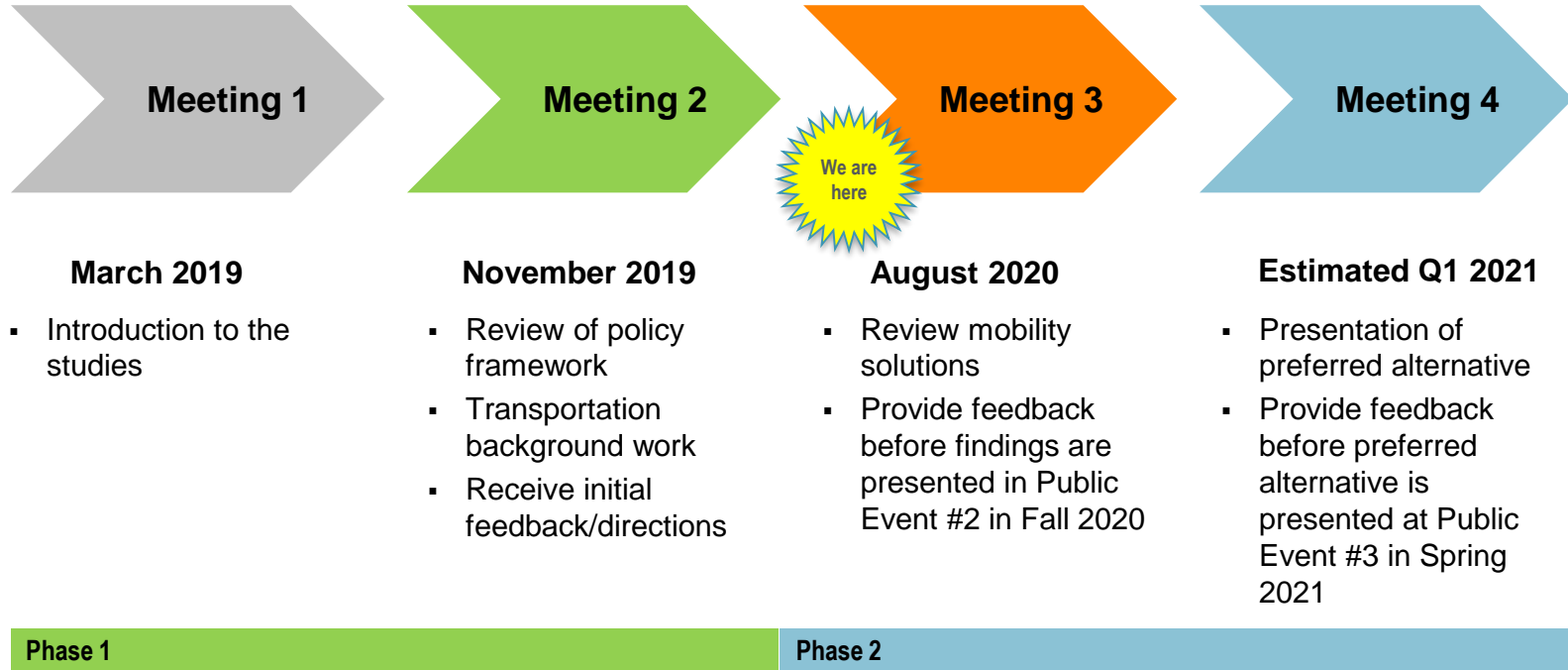
Terms of Reference (LAC)

- The mandate of the Local Advisory Committee is to provide input and advice to City staff related to the Yorkdale Transportation Master Plan and the Yorkdale Shopping Centre Block Master Plan.
- The LAC is an advisory committee and not a formal commenting or decision-making body of the City of Toronto.

Transparency

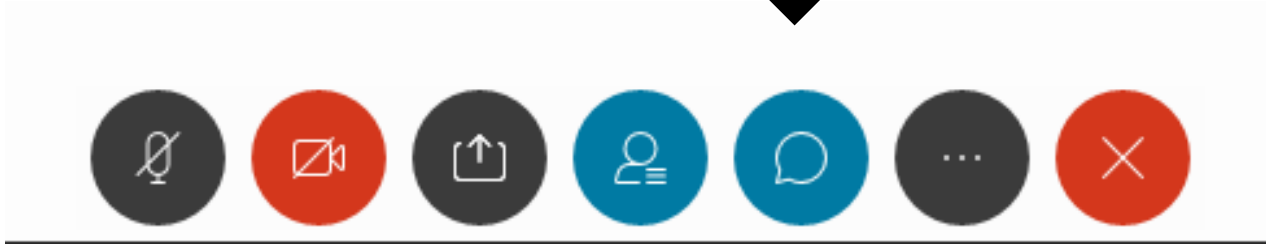
- Information collected through this meeting is in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.
- The list of people in attendance at this meeting will become part of the public record.
- Comments shared at this meeting will also become part of the public record but will not be attributed to specific individuals.

Local Advisory Committee Input



Discussion Format

- Please hold comments and feedback until the end of the presentations.
- Use the Chat function to indicate you have a question or to type a question.



- Wait for the Meeting Facilitator to acknowledge you before speaking.

Code of Conduct

DO

- ✓ Participate in the discussion
- ✓ Keep to the agenda
- ✓ Speak in turn
- ✓ Use the Chat function to indicate that you would like to speak
- ✓ Listen to others
- ✓ Respect differing opinions
- ✓ Mute yourself when not speaking

DO NOT

- Interrupt or cut off others
- Dominate the discussion
- Make personal attacks
- Make derogatory comments based on gender, race, age, sexual orientation, ethnicity, religion or physical ability

Introductions

HELLO
my name is

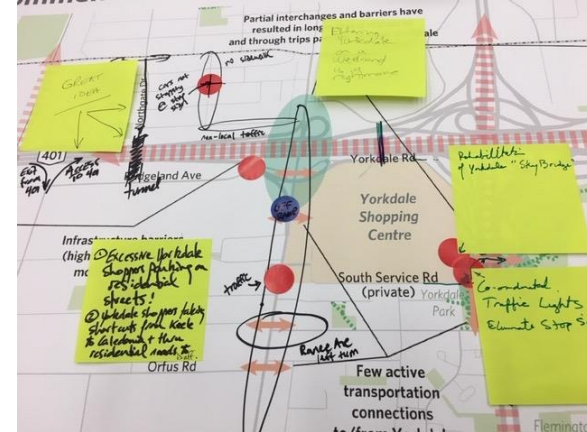
Name

What TV Show Have You Been
Watching?

1. WHAT WE'VE HEARD AND PROBLEM AND OPPORTUNITY STATEMENT

What We've Heard

- Local Advisory Committee (LAC) Meeting – November 21, 2019
- Public Open House (POH) – November 26, 2019
 - Drop-in event
 - No presentation
 - Over 100 people in attendance
 - 52 completed feedback forms



Perspectives on Transportation Challenges and Barriers

- A majority of respondents (86%) agreed that traffic flow on Dufferin Street impacts congestion in the study area. They also agreed that traffic flow along the Allen Expressway and Highway 401 are also contributors to traffic congestion.
- Over 80% felt that safety is a concern for both cyclists and pedestrians.
- Respondents added that congestion can be found on other major streets in the study area, such as Lawrence Ave, Allen Expressway, Marlee Ave, Ranee Ave and Cartwright Ave, impacting travel within the study area.
- Almost 3/4 cited a lack of infrastructure and connections making walking and cycling difficult.
- Over half agreed that driver safety was a challenge and felt that there is poor timing of signals at intersections.

Problem and Opportunity Statement

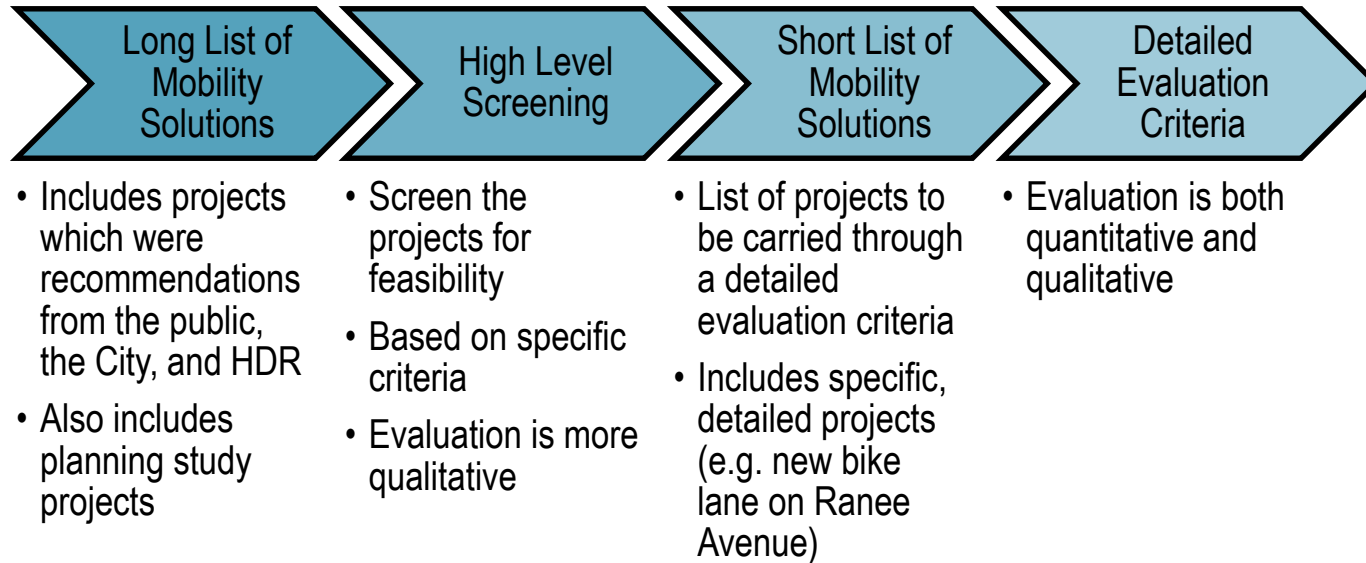
There are long-term plans for development and growth at Yorkdale Shopping Centre and in the surrounding areas that will place increased demands on the transportation network. It is important that the City develop a plan to address the area's existing and future transportation needs.

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 **while having regard for the safety of all users.**

2. EVALUATION PROCESS

Process



High Level Screening Criteria

- Is there anything we haven't considered in this criteria?

High Level Screening Criteria	Indicators
Problem and Opportunity Statement	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	a) Does it support/comply with the City Transportation Policies? b) Does it support the City's Official Plan? c) Does it support/comply with the following plans? <ul style="list-style-type: none"> i. Dufferin Street Secondary Plan ii. Lawrence-Allen Secondary Plan
Technical / Construction Feasibility	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?
Order of Magnitude Cost	a) What are the order of magnitude construction costs (including streetscaping/landscaping) b) Impacts to property and property acquisition costs

3. BLOCK MASTER PLAN, LAND USE, AND DENSITY





PROPOSED OPEN SPACE NETWORK

4



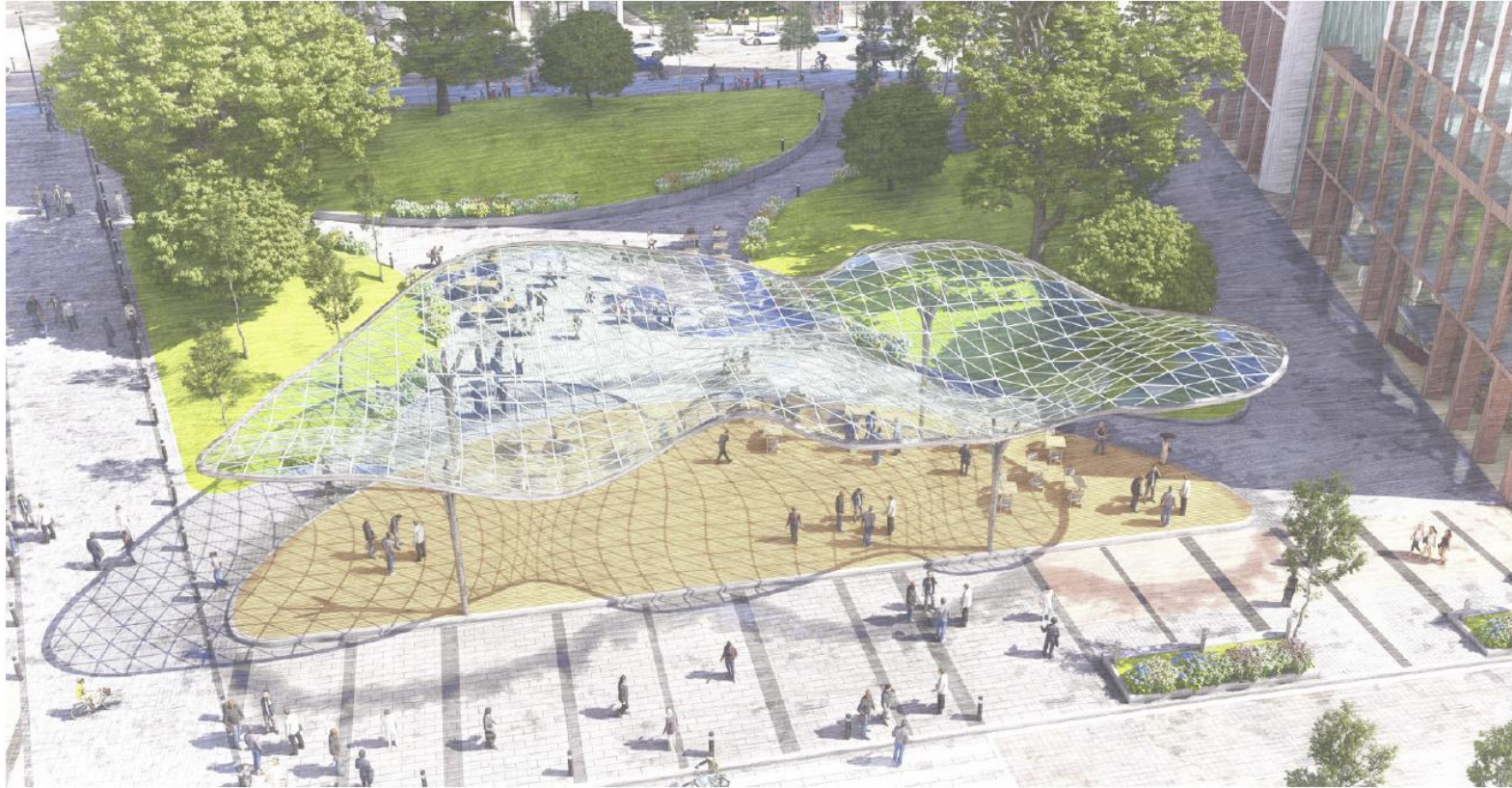
YORKDALE GREEN: A DISTINCTIVE, ACTIVE YEAR-ROUND SPACE



YORKDALE GREEN: A DISTINCTIVE, ACTIVE YEAR-ROUND SPACE

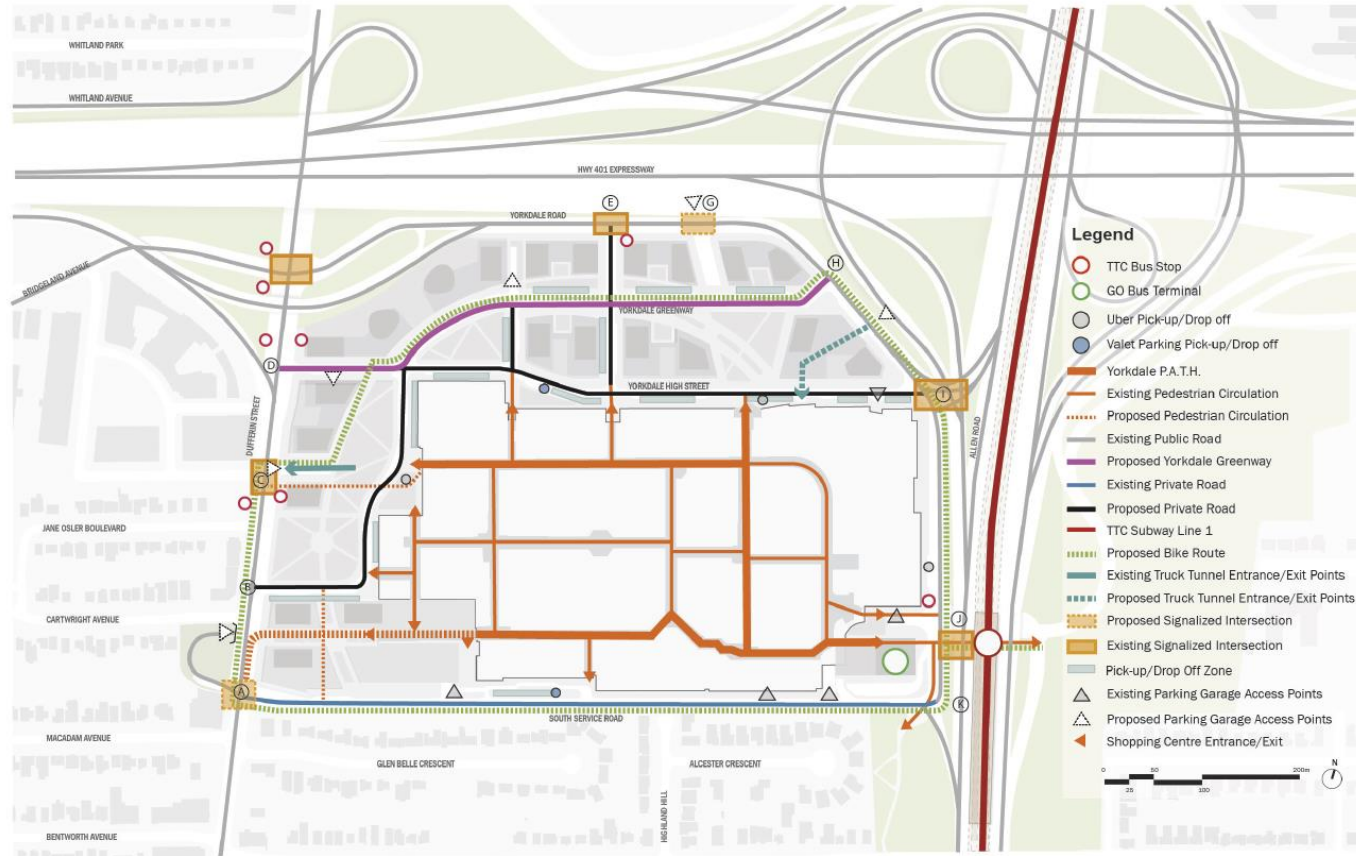


YORKDALE GREEN: A DISTINCTIVE, ACTIVE YEAR-ROUND SPACE



CRESCENT PARK & DUFFERIN PARK





Notes:
Additional bus stop locations TBD, reflecting street design and curbside management strategies and TTC bus routing.

CHARACTER OF STREETS AT YORKDALE





YORKDALE GREENWAY: A MIXED USE GREEN BOULEVARD



Robson Street, Vancouver



Tverskaya Street, Moscow

YORKDALE GREENWAY: A MIXED USE GREEN BOULEVARD



YORKDALE HIGH STREET: A HIGH END SHOPPING STREET



Pearl Street Mall (Boulder)



Rundle Mall Redevelopment (Adelaide, Australia)



Shared Street (Vienna, Austria)



Santana Row (San Jose, California)



Santana Row (San Jose, California)

YORKDALE HIGH STREET: A HIGH END SHOPPING STREET



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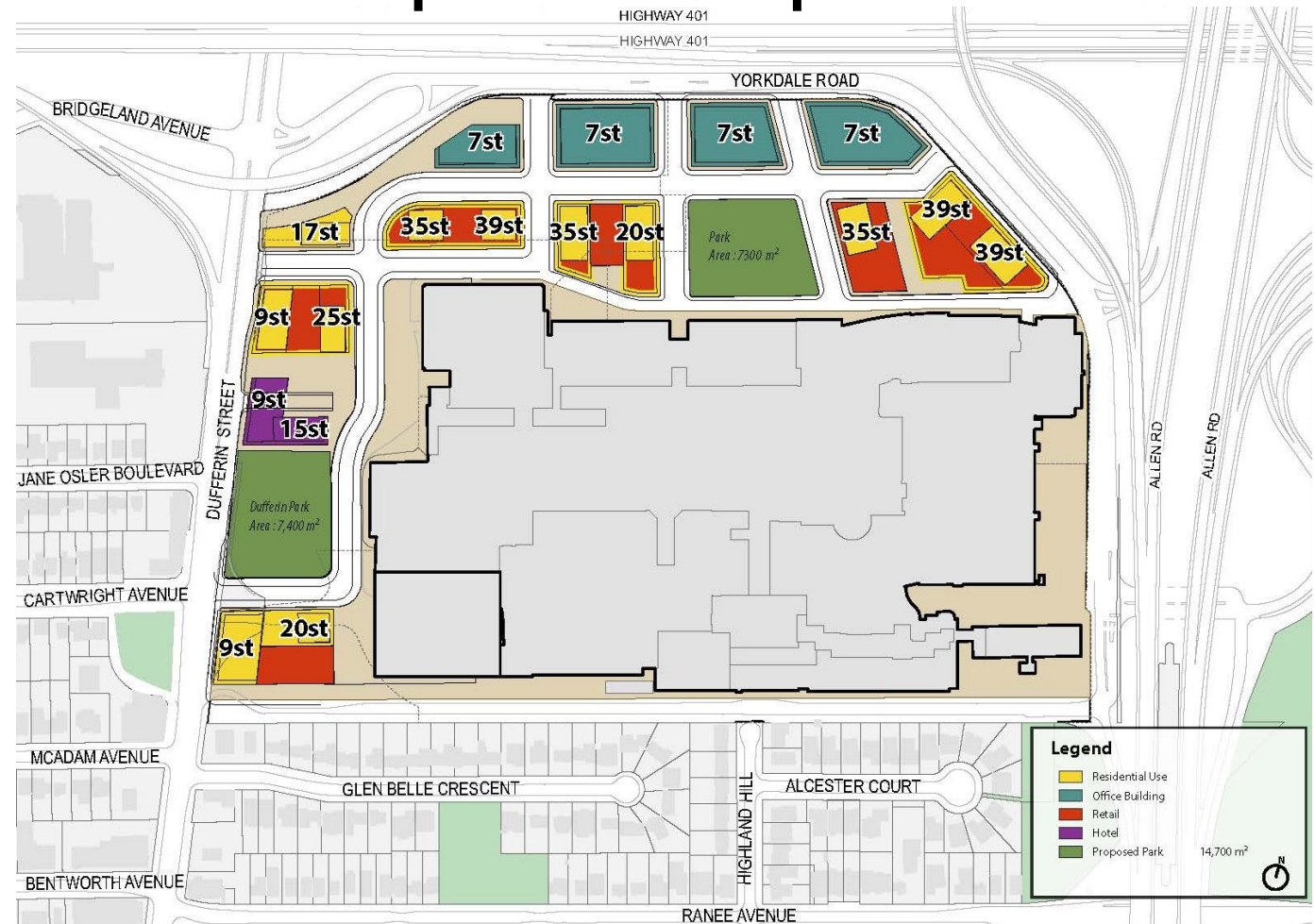
McAdam Loop Features

- Park decks over vehicular loop
- Park grades adjusted to meet Dufferin Street and Cartwright Avenue frontages
- South Service Road re-aligned with loop entrance
- Signalized intersection, tight curb radii and crosswalks support safe pedestrian crossings





City of Toronto Proposed Concept Plan



Comparison of Land Use and Densities

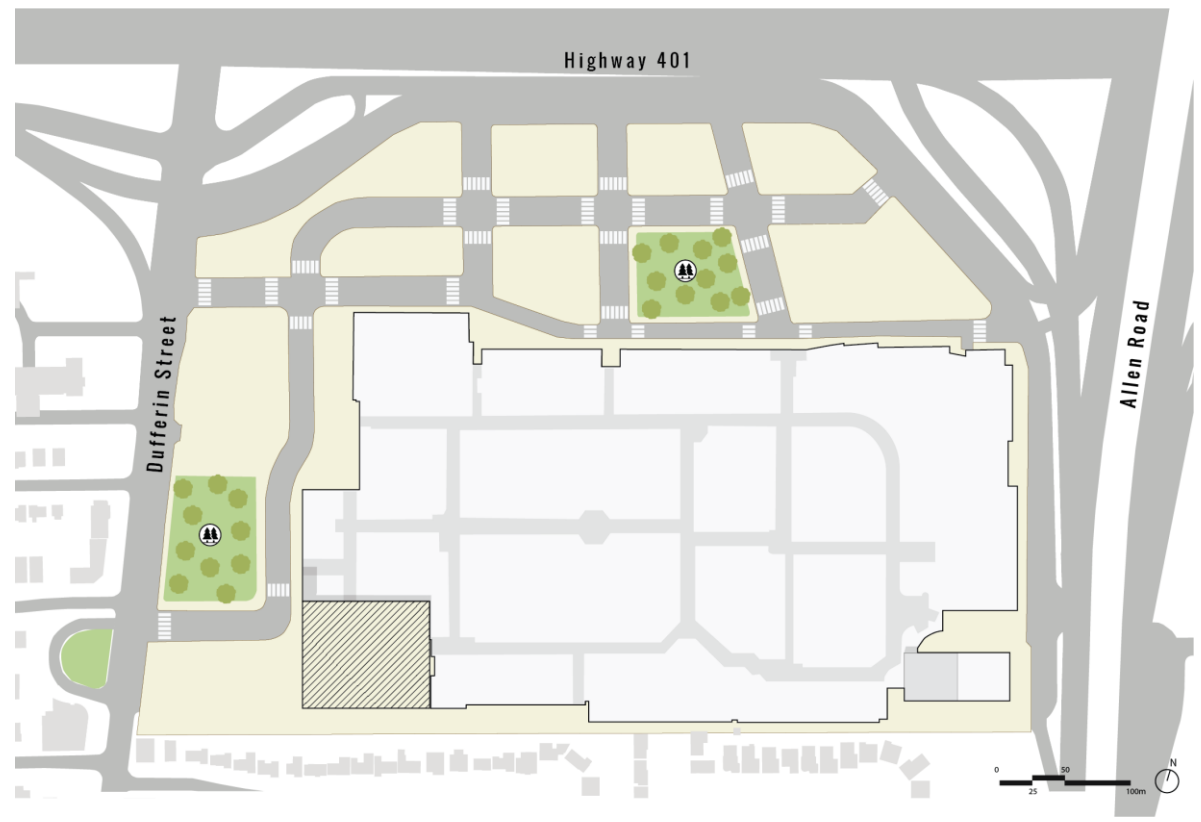
Date	Total GFA (m2)	Res GFA	FSI*	Res Units	Public Street(s)	Parkland Dedication Provided (m2)
Original – Option 1	320,338	160,271	3.6	1496		0
Original – Option 2	416,545	118,485	4.7	738		0
Original – Option 3	371,108	101,930	4.2	962		0
June 12, 2019	560,639	381,515	6.3	5049		5,300
July 22, 2020	653,174	537,404	7.0	7935	✓	13,200

City Option

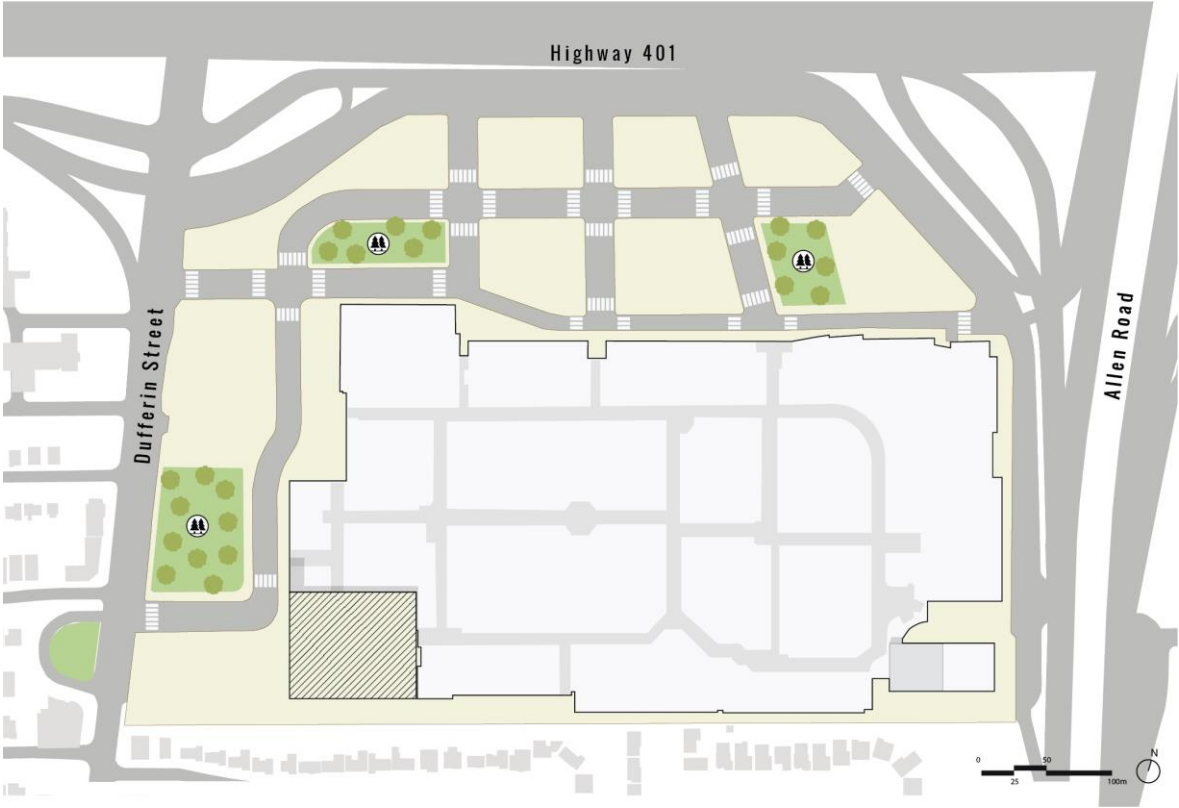
February 26, 2020	448,006	274,067	~ 5	3390	✓	20,000
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* Note that FSI only includes the lands to be developed

Parkland – Large Parks



Parkland – Series of Parks



Green Infrastructure



Shared Streets



Block Master Plan – Transportation Considerations

■ Considerations

- Public vs private roads within the Block
- Parks
- Active Transportation connections
- McAdams Loop
 - SP policy direction
 - Reconfigurations
 - East-west internal connection
- Internal north-south connection to South Service Road
- Connection to Cartwright Avenue
- Traffic infiltration
- Truck access
- Underground parking access
- Proximity of proposed access points to highway infrastructure
- SB contraflow left turn
- GO bus terminal expansion requirements/potential relocation
- Two-way TTC transit service on Yorkdale



4. LONG LIST OF MOBILITY SOLUTIONS AND STRATEGIES

Long List of Mobility Solutions and Strategies

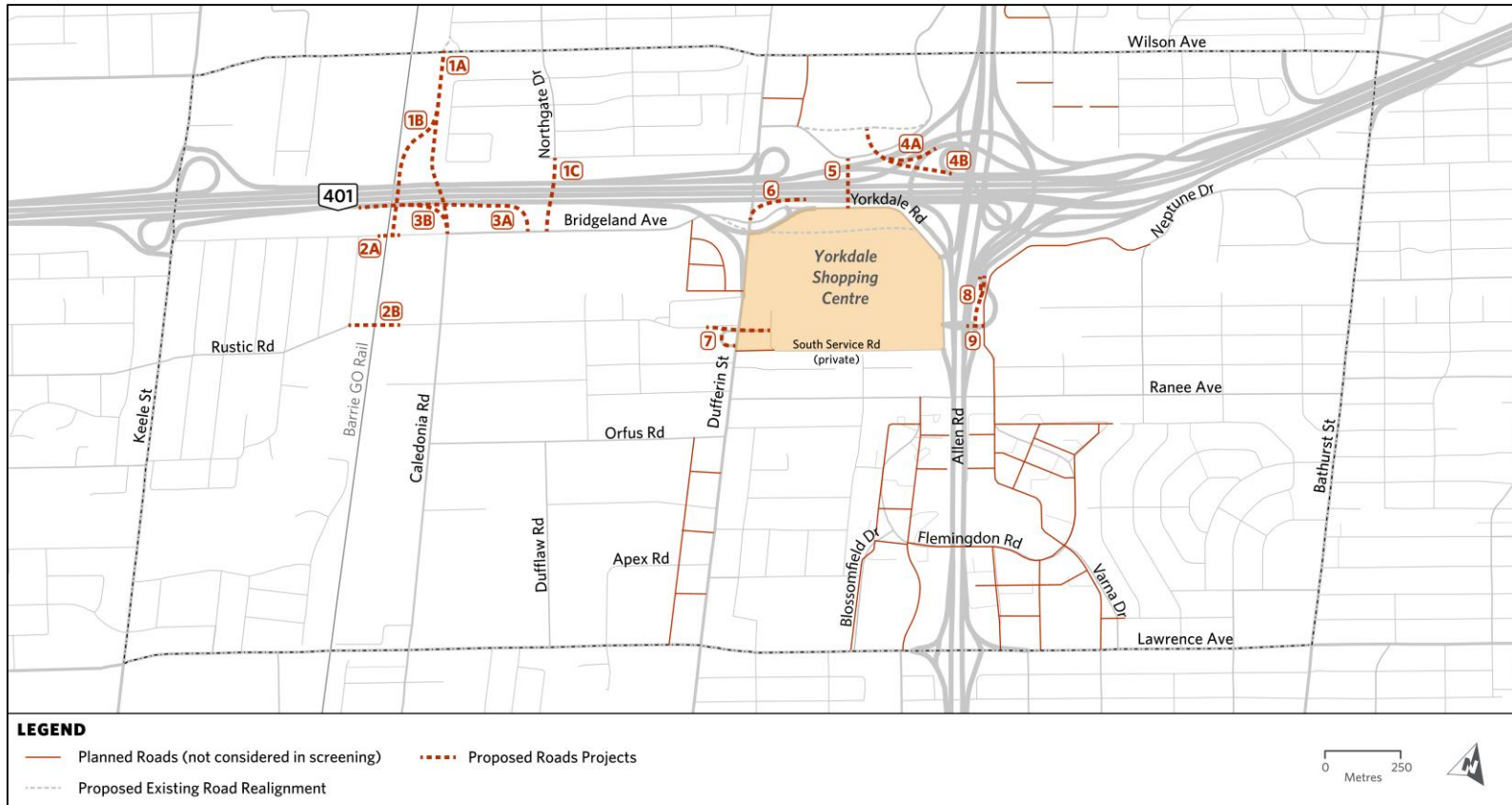
- Built upon the “planned network”. Includes plans from:
 - Dufferin Street Secondary Plan + TMP
 - Lawrence-Allen Secondary Plan + TMP
 - Improving Transit along the Dufferin Street Corridor
 - City’s Planned Cycling Network
 - Dufferin-Wilson Regeneration Area Study
 - Tippet Road Area Regeneration Study
- Includes suggested projects from the public (LAC + POH), the City, and the Project Team
- Potential solutions/strategies have not been analyzed in detail
- Objective is to shortlist based on the set criteria

Long List of Mobility Solutions and Strategies

- Things to keep in mind as we progress through:
 - Do the proposed mobility solutions address the key issues that were identified in Phase 1?
 - Traffic congestion – on Dufferin/Lawrence/Allen/401/local streets
 - Access to/from the Allen and 401
 - Motor vehicle safety
 - Access to TTC and GO Transit
 - Transit service and reliability
 - Safety and comfort for people walking and cycling
 - Gaps in the sidewalk and cycling network
 - Connections across major barriers
 - Which of the proposed solutions do you think are most critical for improving key mobility issues?
 - What concerns do you have about the proposed solutions?
 - Are there solutions that you were expecting to see?

Long list of Mobility Solutions and Strategies

Auto



Note: proposed improvements are conceptual only for discussion

Solution #1: Highway 401 “Flyover” Caledonia Road Extension / Bridge

- Solution 1C can also be an active transportation connection (shown in solution 22)

High Level Screening Criteria	1A	1B	1C
Problem and Opportunity Statement			
Strategic / Policy			
Technical / Construction Feasibility			
Order of Magnitude Cost			

Evaluation Legend

Meets Criteria / Lower Impact	Meets Some of the Criteria / Moderate Impact	Does Not Meet Criteria / Higher Impact

Note: proposed improvements are conceptual only for discussion



Solution #2: East-West Connection

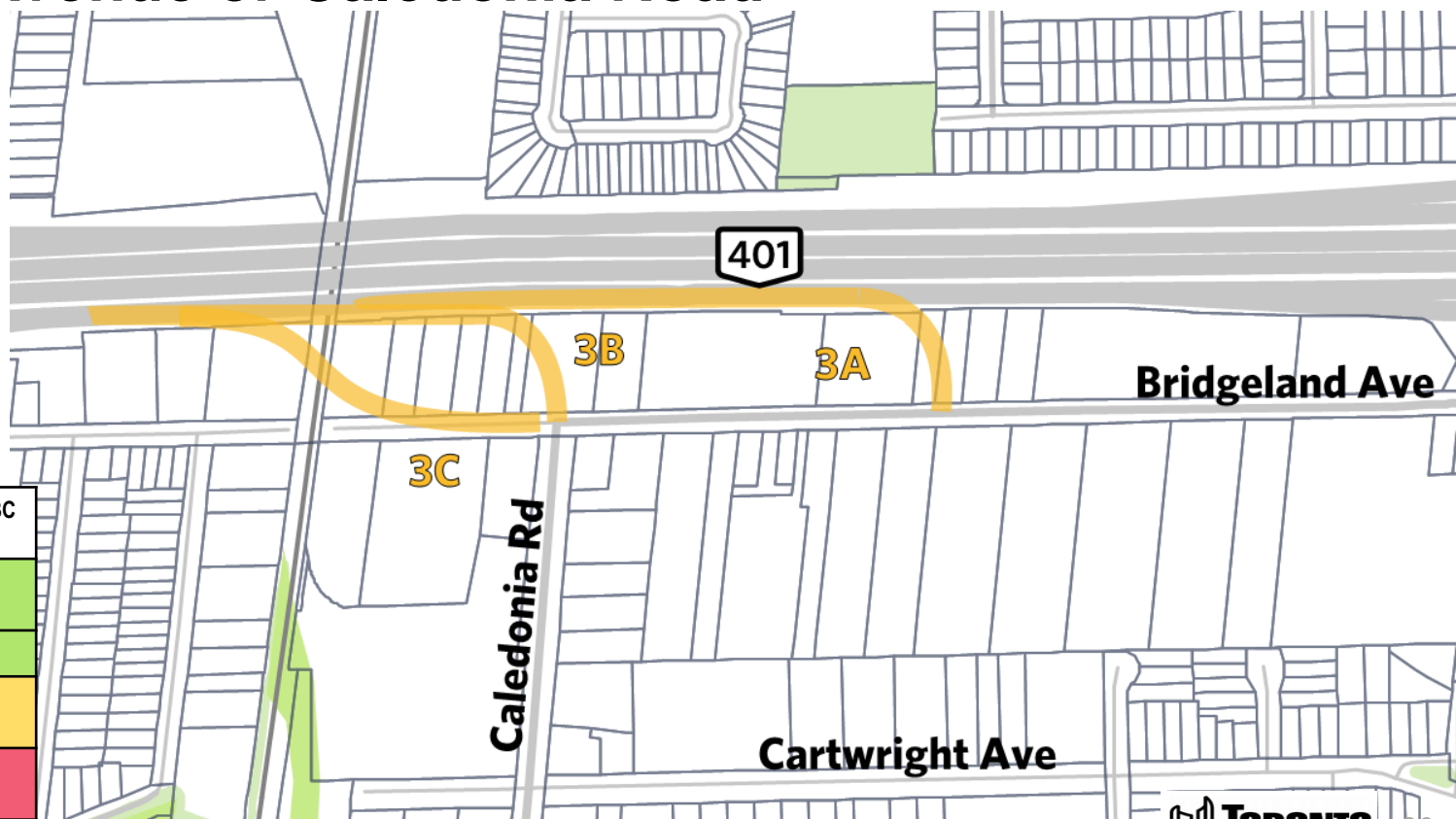
- Solution 2 can also be an active transportation connection (shown in solution 21)

High Level Screening Criteria	2A	2B
Problem and Opportunity Statement	Green	Green
Strategic / Policy	Red	Green
Technical / Construction Feasibility	Yellow	Yellow
Order of Magnitude Cost	Red	Red



Note: proposed improvements are conceptual only for discussion

Solution #3: New Highway 401 EB Off-Ramp to Bridgeland Avenue or Caledonia Road



High Level Screening Criteria	3A	3B	3C
Problem and Opportunity Statement	Green	Green	Green
Strategic / Policy	Green	Green	Green
Technical / Construction Feasibility	Red	Red	Yellow
Order of Magnitude Cost	Red	Red	Red

Note: proposed improvements are conceptual only for discussion

How do we provide additional ramp connections to/from Dufferin Street?

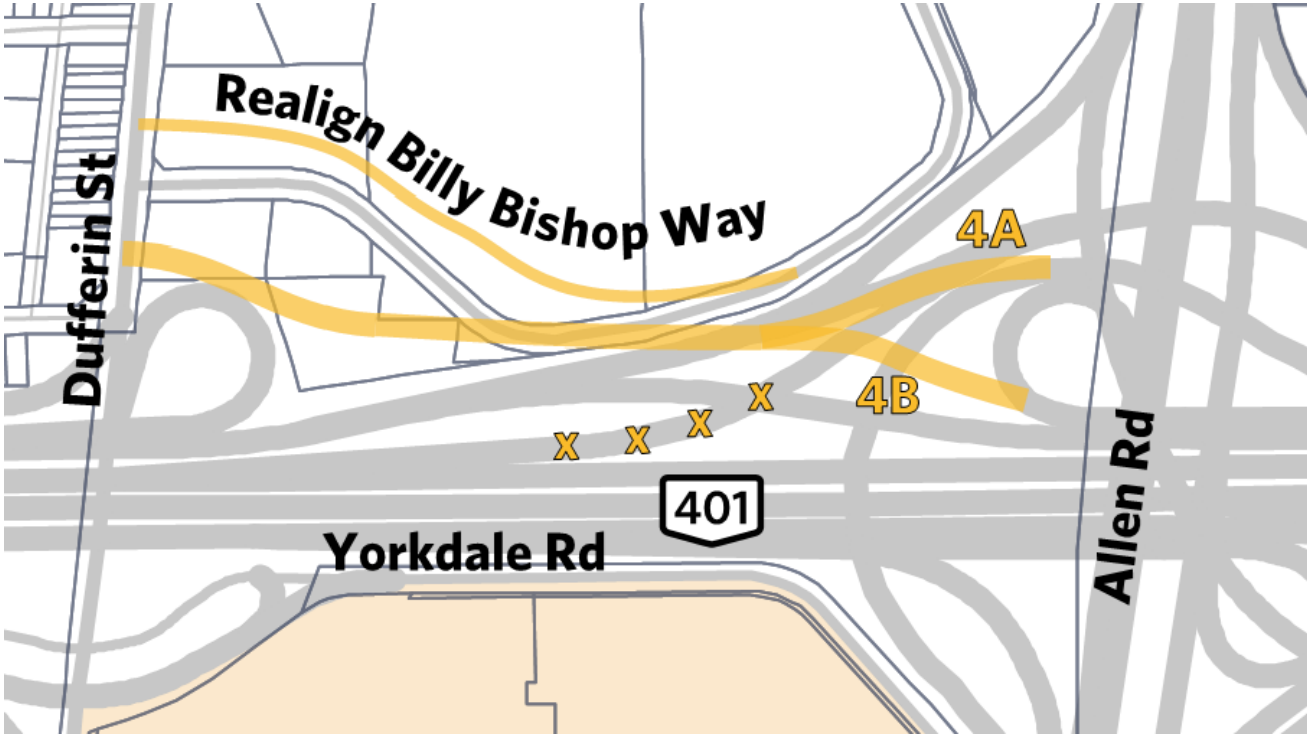
- Key Missing Ramps at Dufferin:
 - 401 E – Dufferin
 - Dufferin S – 401 E
- Key Missing Ramps at Bathurst:
 - Bathurst/Wilson – 401 W
 - 401 W – Bathurst
- Challenges:
 - Property / ROW
 - Interchange spacing
 - Weaving
 - Multiple ramps
 - Can redundant ramps be leveraged?
 - What municipal infrastructure changes are required?



Desire Line

Solution #4: Highway 401 WB Off-Ramp to Dufferin Street

High Level Screening Criteria	4A	4B
Problem and Opportunity Statement		
Strategic / Policy		
Technical / Construction Feasibility		
Order of Magnitude Cost		

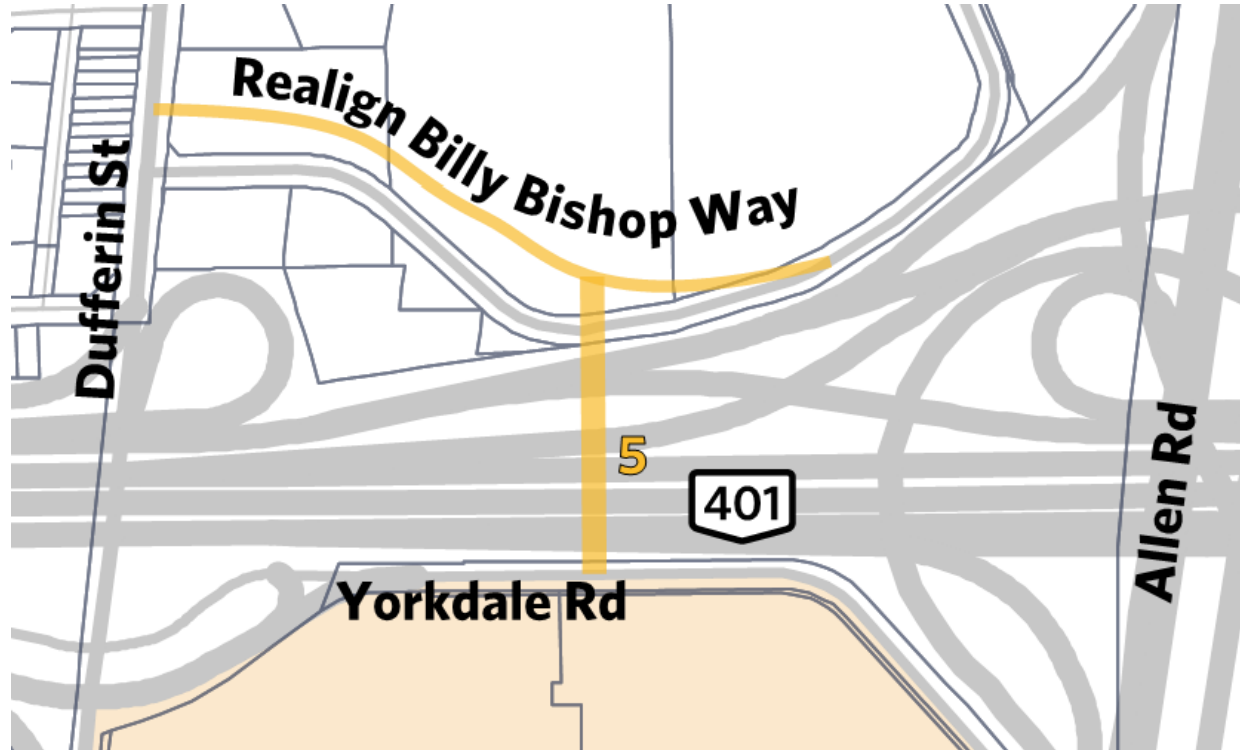


Note: proposed improvements are conceptual only for discussion

Solution #5: New Road Flyover Yorkdale Road to Billy Bishop Road

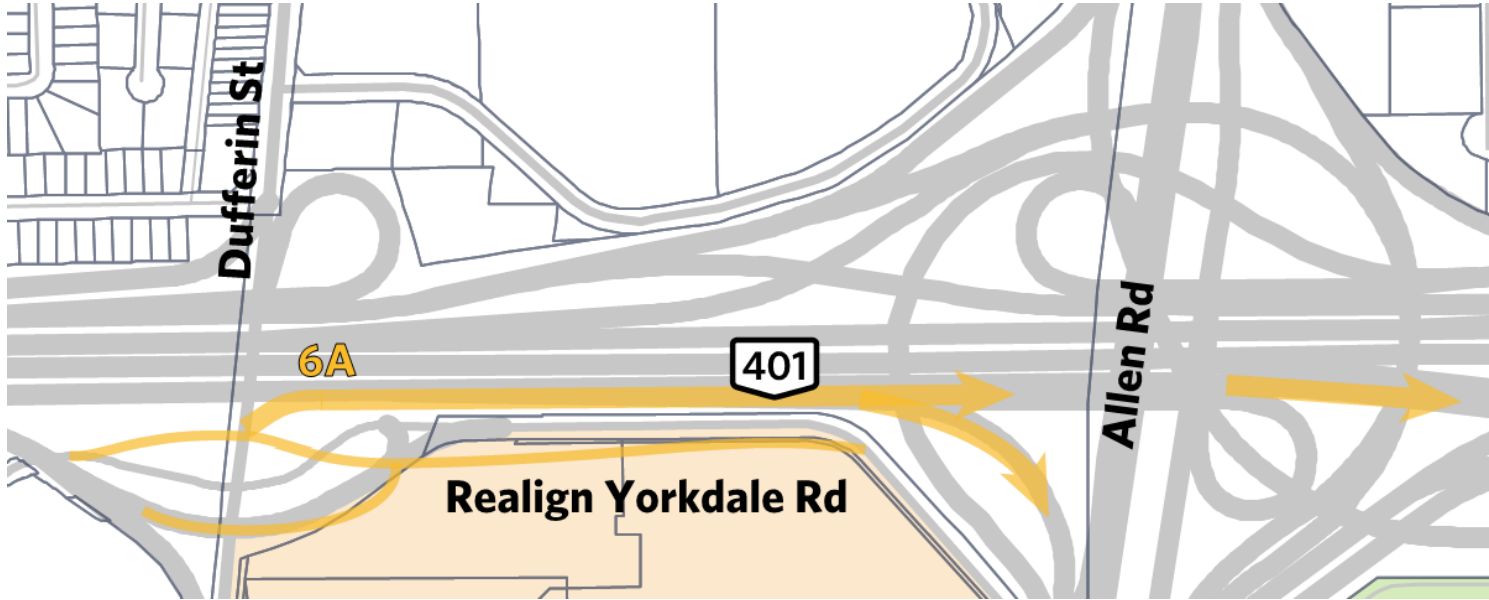
- Solution 5 can also be an active transportation connection (shown in solution 23)

High Level Screening Criteria	5
Problem and Opportunity Statement	
Strategic / Policy	
Technical / Construction Feasibility	
Order of Magnitude Cost	



Solution #6A: New EB On-Ramp Dufferin Street to Highway 401

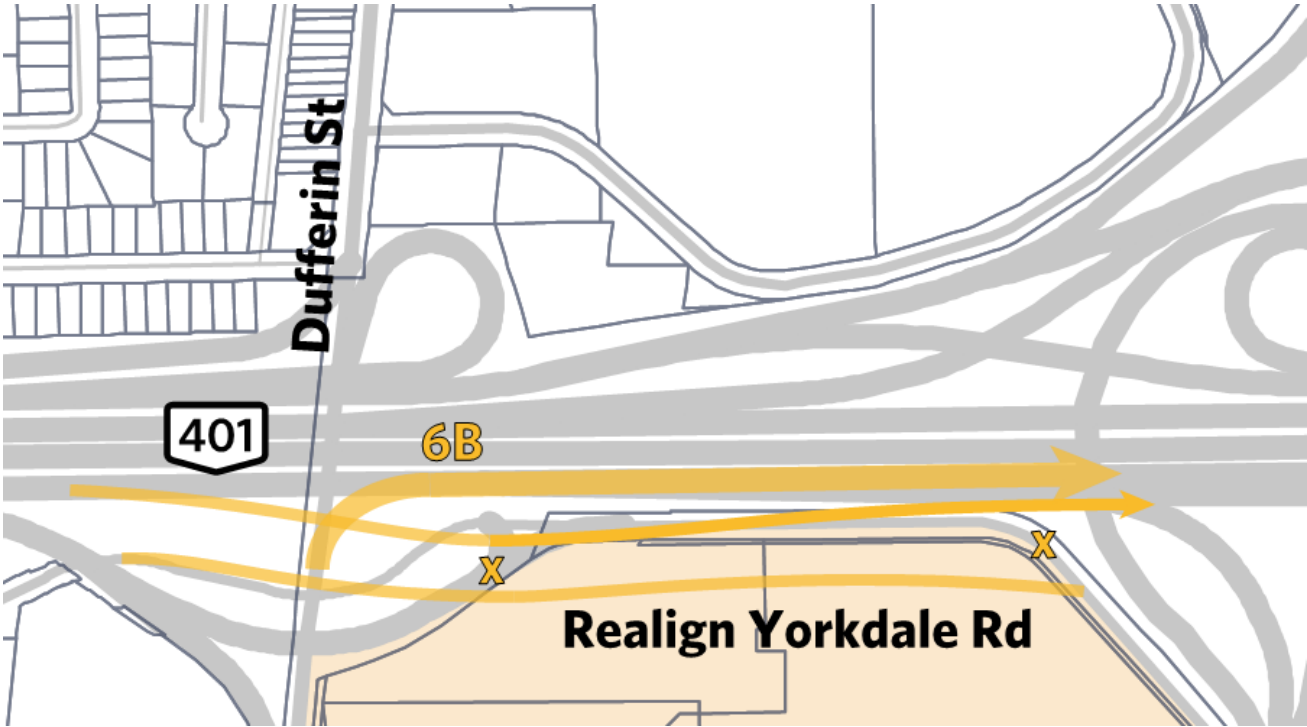
High Level Screening Criteria	6A
Problem and Opportunity Statement	
Strategic / Policy	
Technical / Construction Feasibility	
Order of Magnitude Cost	



Note: proposed improvements are conceptual only for discussion

Solution #6B: New EB On-Ramp Dufferin Street to Highway 401

High Level Screening Criteria	6A	6B
Problem and Opportunity Statement		
Strategic / Policy		
Technical / Construction Feasibility		
Order of Magnitude Cost		



Note: proposed improvements are conceptual only for discussion

Solution #7: Realigned Cartwright Ave / McAdams Loop

High Level Screening Criteria	7
Problem and Opportunity Statement	
Strategic / Policy	
Technical / Construction Feasibility	
Order of Magnitude Cost	



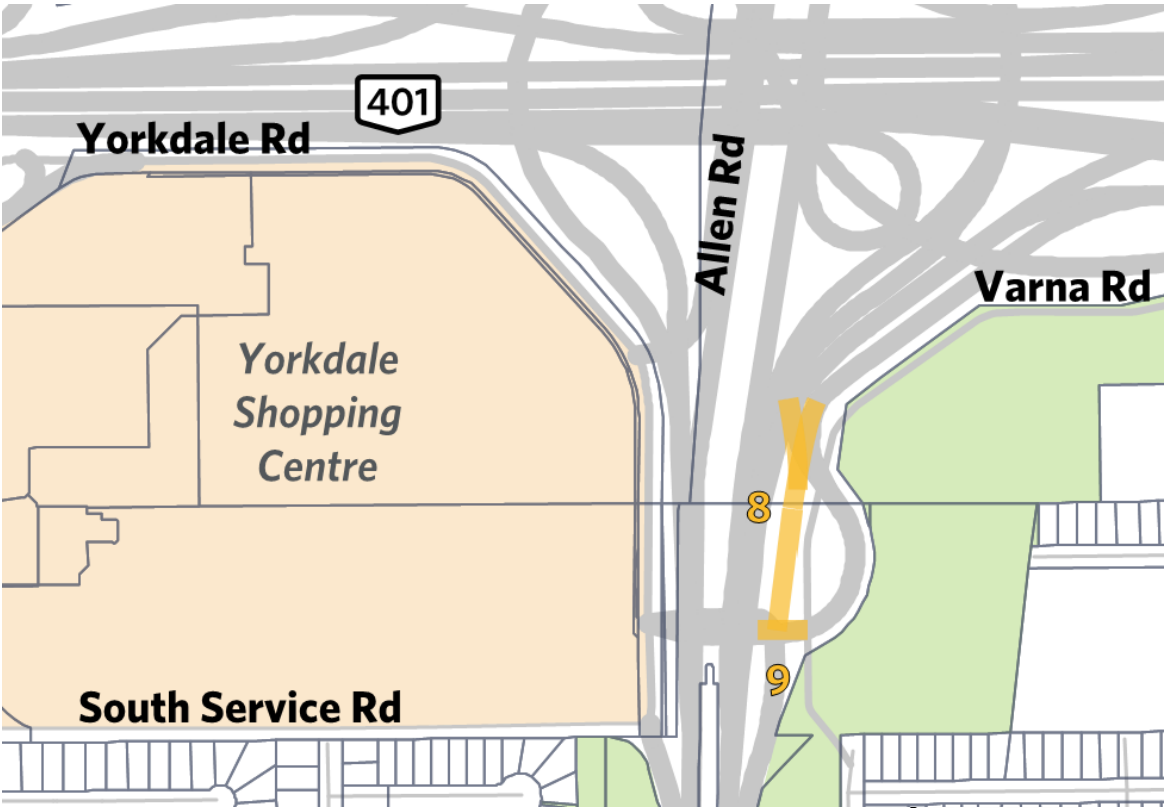
Note: proposed improvements are conceptual only for discussion

Solution #8: Modified On-Ramp EB to Highway 401

Solution #9: Yorkdale Road Extension to Varna Road Extension

- Solution 9 can also be an active transportation connection (shown in solution 24)

High Level Screening Criteria	8	9
Problem and Opportunity Statement		
Strategic / Policy		
Technical / Construction Feasibility		
Order of Magnitude Cost		



Note: proposed improvements are conceptual only for discussion

Solutions #10-16: Intersection Improvements



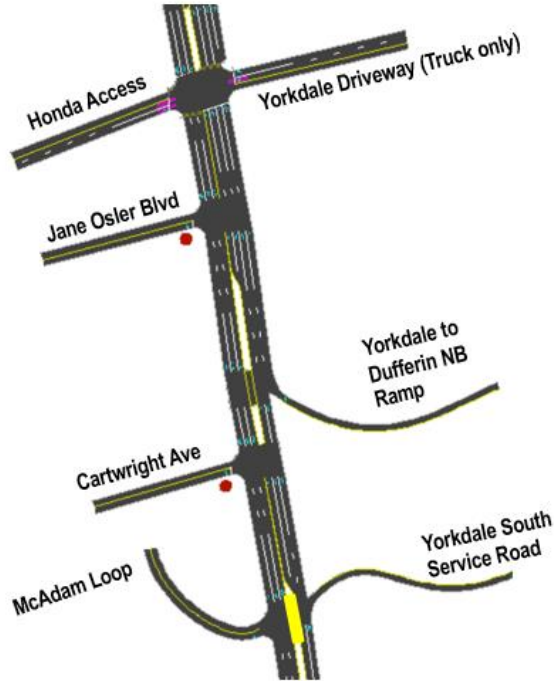
Note: proposed improvements are conceptual only for discussion

Solution #13: McAdams Loop Analysis

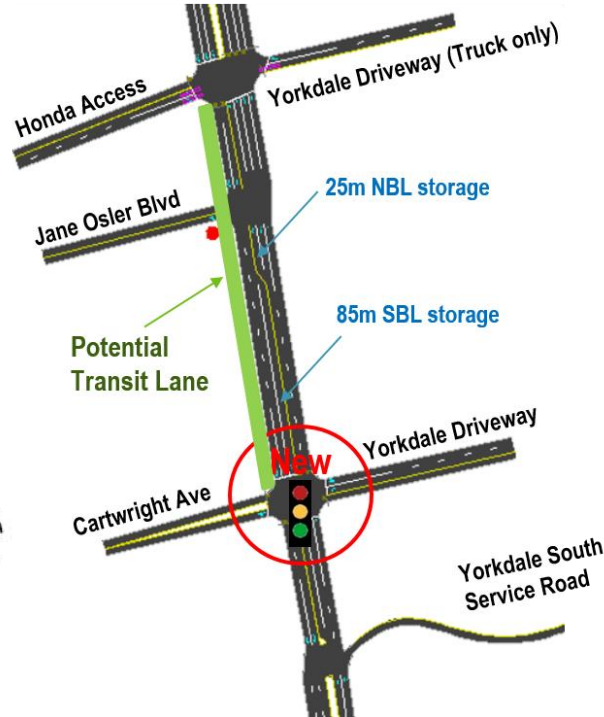
- Five solutions developed to address the McAdams Loop Analysis
- Existing configuration is not accessible or safe for pedestrians or cyclists
 - No east-west connection
 - Opportunity to improve connections to promote walking and cycling by providing an at grade crossing
- Opportunity to improve travel connections through a finer street grid by providing a signalized connection across Dufferin Street
- Opportunity to enhance public spaces by converting McAdams Loop area into a park

Solutions #13: McAdams Loop

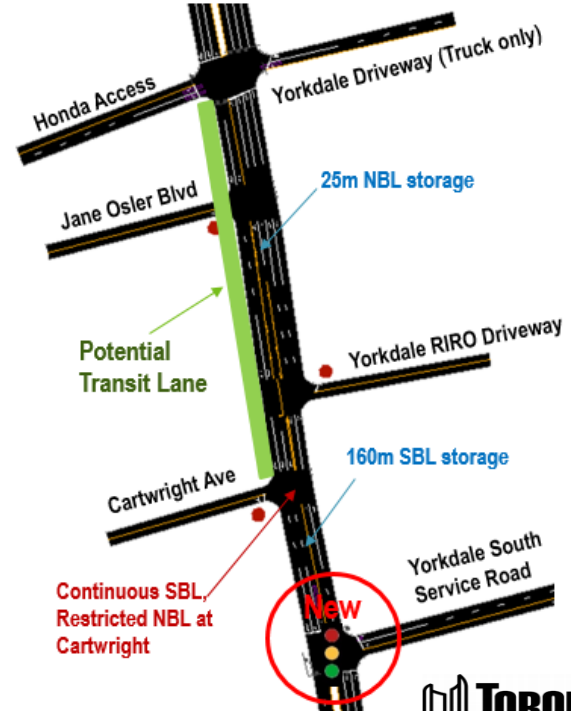
Option 13A: Do nothing. Intersection to remain as is.



Option 13B: Remove entire loop and implement an at-grade 4-leg signalized intersection at Cartwright Avenue and Dufferin Street



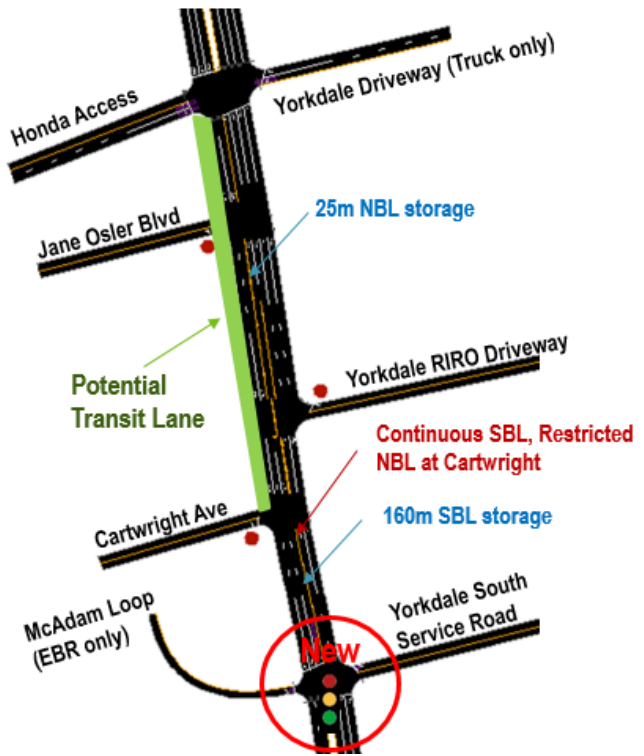
Option 13C: Remove entire loop and implement an at-grade 3-leg signalized intersection at South Service Road and Dufferin Street



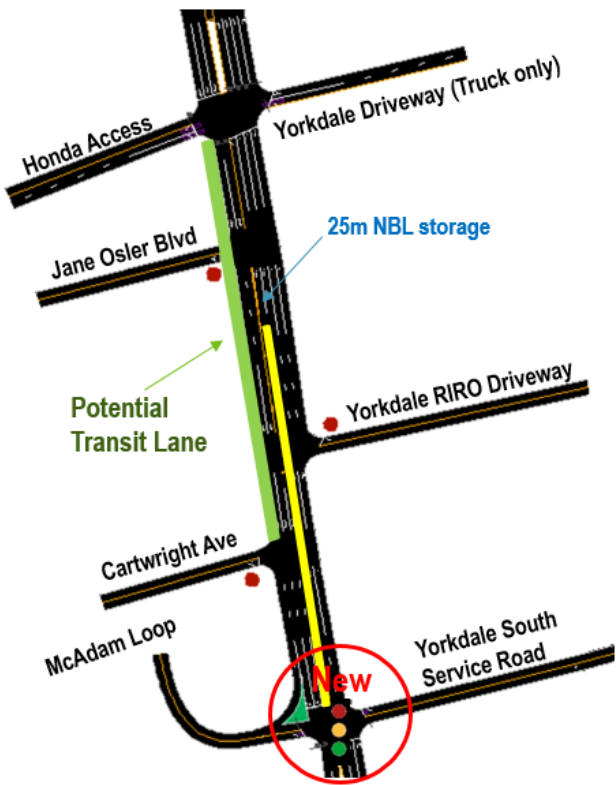
Note: proposed improvements are conceptual only for discussion

McAdams Loop Solutions

Option 13D: Remove the on-ramp to Yorkdale Mall, and implement an at-grade 4-leg signalized intersection at South Service Road and Dufferin Street



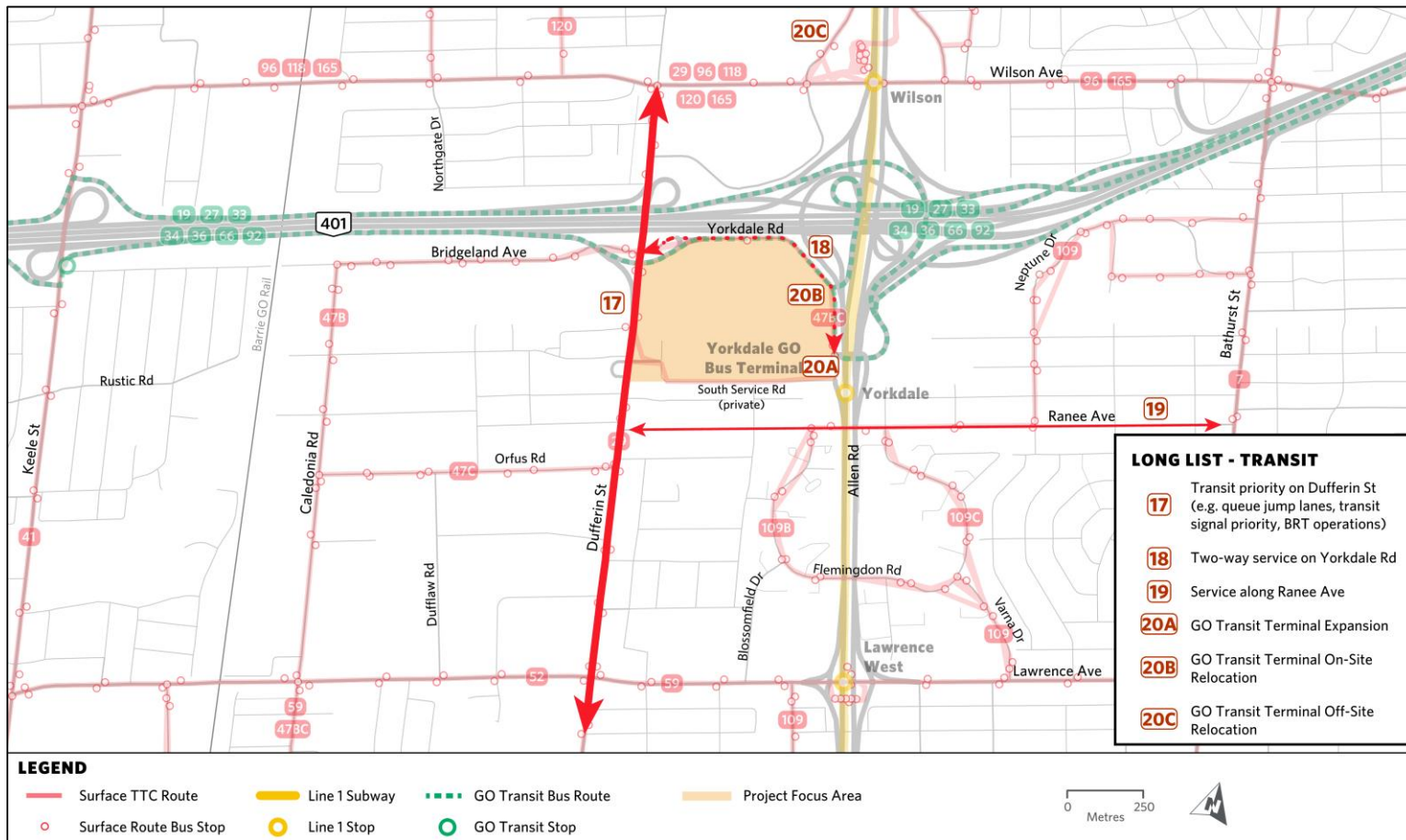
Option 13E: Similar to Option 4, but retain the on-ramp to Yorkdale Mall. No SBL access to Yorkdale South Service Road. Oxford is also proposing to accommodate park.



High Level Screening Criteria	A	B	C	D	E
Problem and Opportunity Statement					
Strategic / Policy					
Technical / Construction Feasibility					
Order of Magnitude Cost					

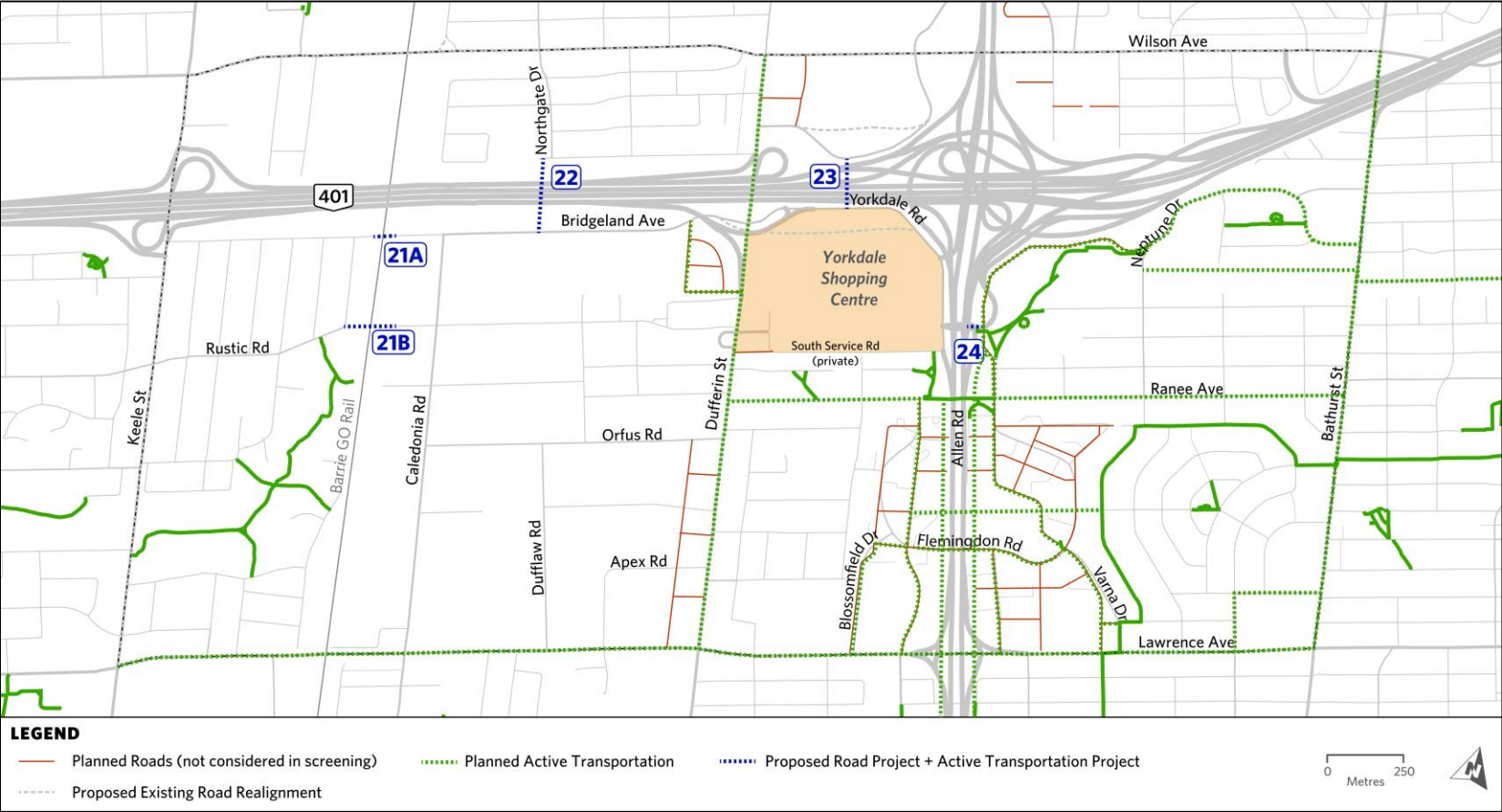
Note: proposed improvements are conceptual only for discussion

Solutions #17-20: Transit Improvements



Note: proposed improvements are conceptual only for discussion

Solutions #21-24: Active Transportation Projects



Note: proposed improvements are conceptual only for discussion

Proposed Long List of Yorkdale Road Improvements

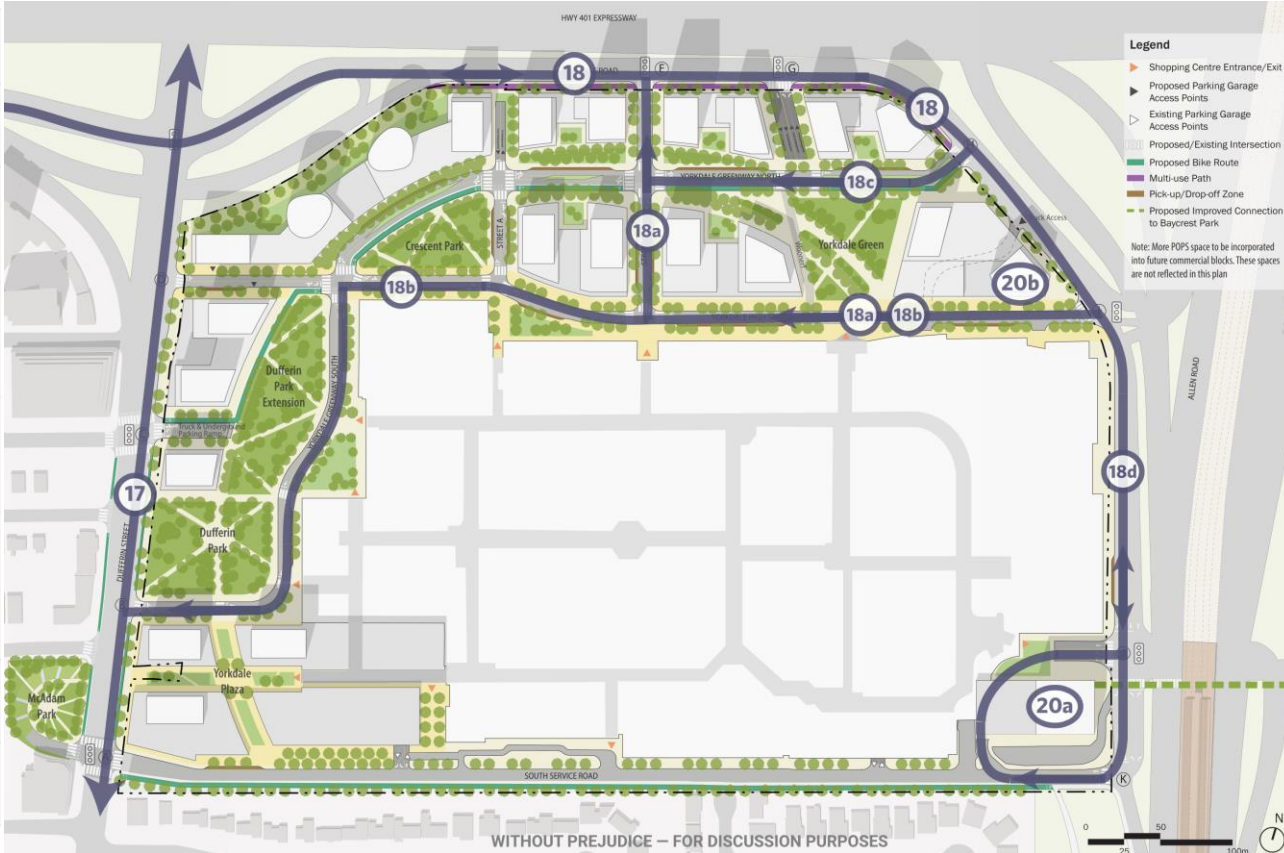
No.	Description	Type
10	Allow SBL for all vehicles	Intersection improvements
12	New east-west access	Intersection improvements
13	McAdams Loop Reconfiguration	Intersection improvements
14	Access to underground parking	Intersection improvements
15	New east-west access and access to truck tunnel	Intersection improvements
16	Contra-flow Lane	Intersection improvements
25	Private/Public Road (for discussion)	New internal road
26	Private/Public Road (for discussion)	New internal road
27	Private Road	New internal road
28	Private Road	Existing road
29	New north-south access	Internal road
30	McAdams Loop connection	Internal road
31	New north-south access	New road connection



Note: proposed improvements are conceptual only for discussion

Proposed Long List of Transit Improvements serving Yorkdale

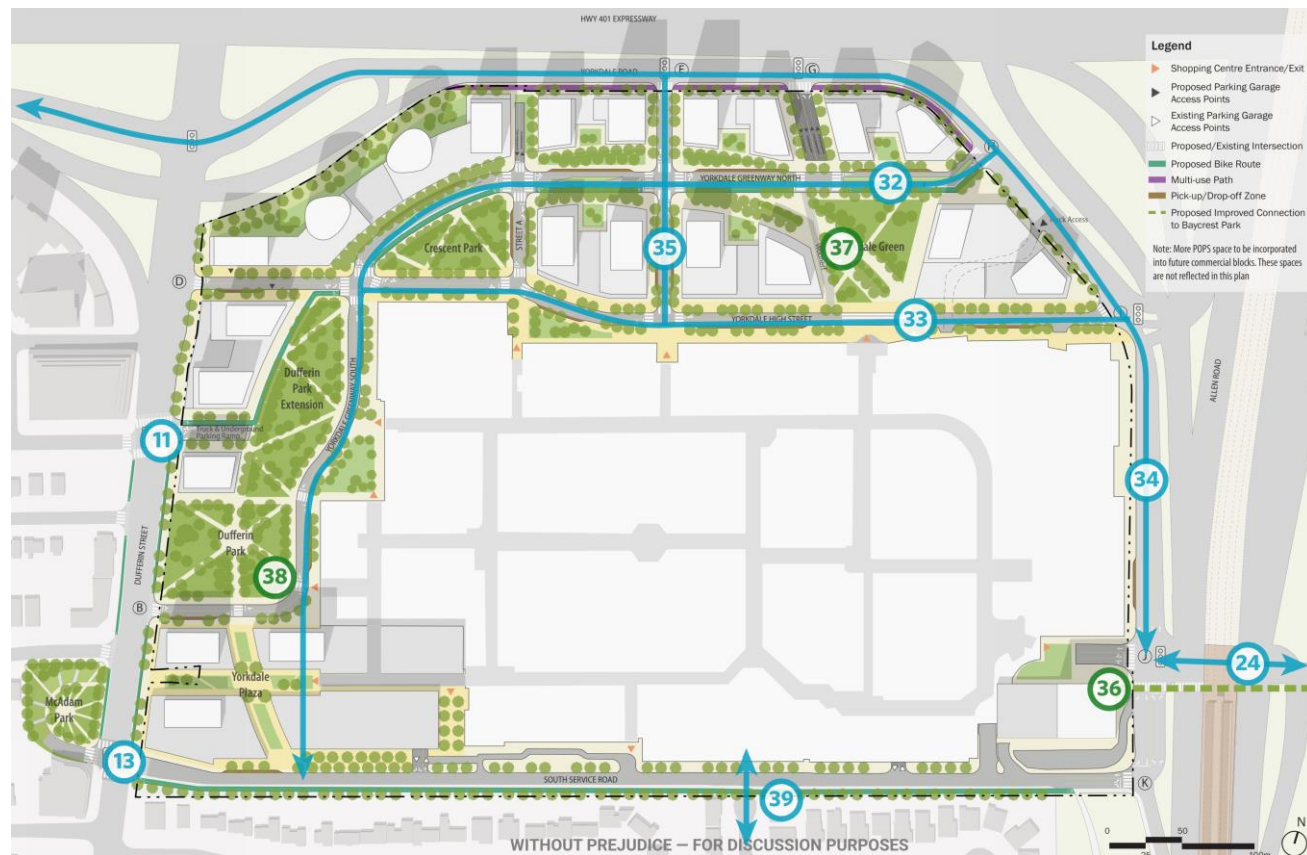
No.	Description	Type
17	Dufferin St Transit Priority	TTC transit improvement
18a	Two-way service on Yorkdale Rd – Yorkdale High St to Street B	TTC transit improvement
18b	Two-way service on Yorkdale Rd – Yorkdale High St to Dufferin St	TTC transit improvement
18c	Two-way service on Yorkdale Rd – Yorkdale Greenway to Street B	TTC transit improvement
18d	Two-way service on Yorkdale Rd – Yorkdale Rd with turnaround at Yorkdale GO	TTC transit improvement
20a	GO Transit terminal expansion	Metrolinx transit improvement
20b	GO Transit terminal relocation	Metrolinx transit improvement



Note: proposed improvements are conceptual only for discussion

Proposed Long List of Active Transportation Improvements within Yorkdale

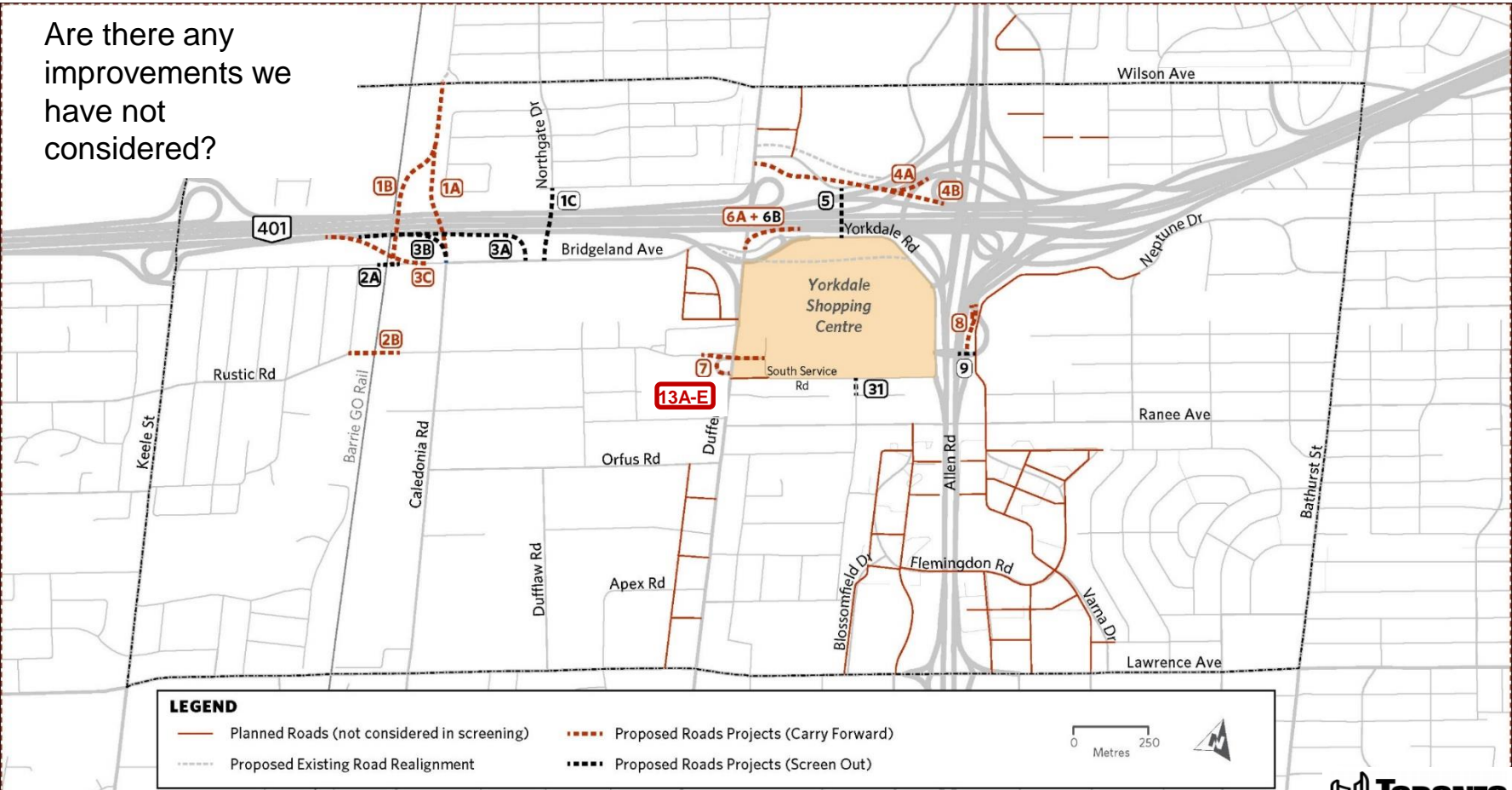
No.	Description	Type
11	AT crossing improvements	AT improvement
13	AT crossing improvements	AT improvement
24	Cycling connection to Baycrest Park	AT improvement
32	Cycling infrastructure on Yorkdale Greenway	AT improvement
33	Cycling infrastructure on Yorkdale High St	AT improvement
34	Cycling infrastructure on Yorkdale Rd	AT improvement
35	Cycling connection Yorkdale Rd to Yorkdale High St	AT improvement
36	Large scale mobility hub – ride share	Sharing / mobility hub
37	Small scale mobility hub - bikeshare	Sharing / mobility hub
38	Small scale mobility hub - bikeshare	Sharing / mobility hub
39	Active connection	AT improvement



Note: proposed improvements are conceptual only for discussion

Auto Solutions Carried Forward

Are there any improvements we have not considered?



Note: proposed improvements are conceptual only for discussion

Detailed Evaluation Criteria

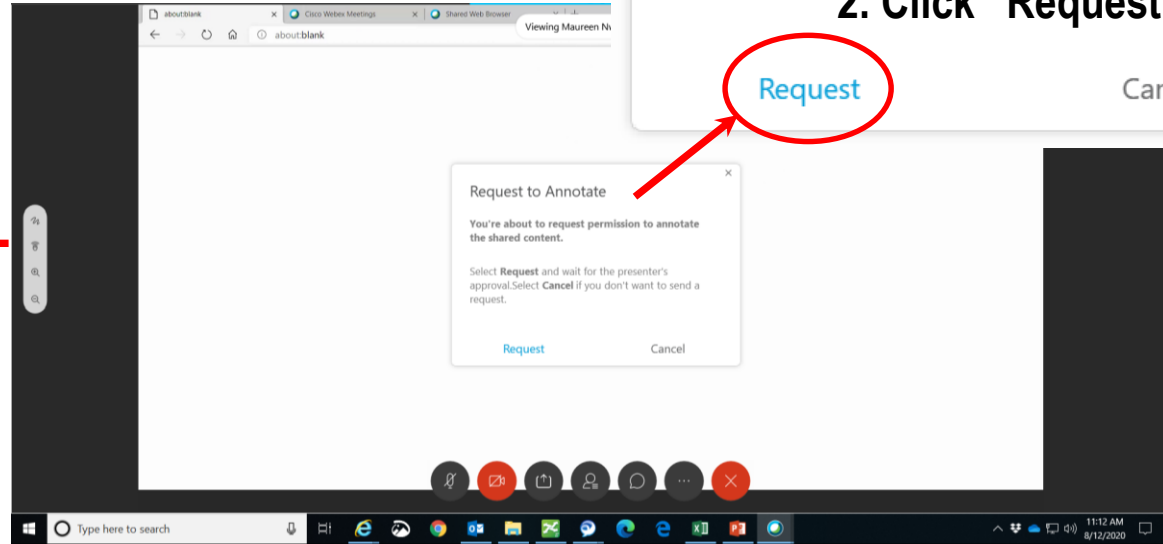
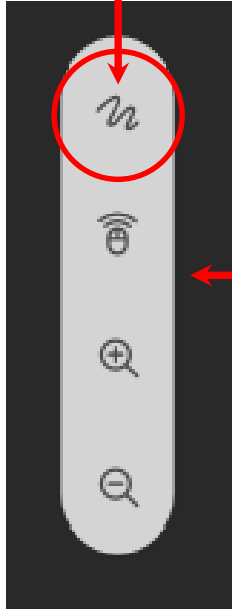
- Is there anything we haven't considered in this criteria?
- Based upon other City TMP criteria to ensure consistency between studies within the City
 - Yorkdale specific criteria has been added

Detailed Evaluation Criteria	Proposed Indicators
Natural Environment	a) Potential to impact wildlife/habitat areas b) Potential to impact groundwater c) Potential to impact air quality d) Potential to create noise impacts
Policy	a) Complies with the City Transportation Policies b) Complies with the City's Official Plan c) Complies with the following policies: <ul style="list-style-type: none"> i) Dufferin Street Secondary Plan ii) Lawrence-Allen Secondary Plan
Technical (including Transportation)	a) Potential to maximize roadway capacity (network performance) b) Potential to enhance traffic safety (pedestrian, cyclist, and motor vehicle) c) Potential to accommodate existing and future transit infrastructure d) Potential to impact existing utility, water, stormwater, and sewer infrastructure e) Potential to minimize impacts to Provincial Highway operations f) Potential to maximize connectivity between GO Transit and TTC Subway information g) Potential to maximize connectivity and accessibility of the transportation network for all modes
Economic	a) Ability to support new business frontage and access opportunities b) Ability to support Yorkdale Shopping Centre operations c) Order of magnitude construction costs (including streetscaping/landscaping) d) Impacts to property and property acquisition costs e) Ability to support accessibility f) Ability to support goods movement
Cultural / Social	a) Potential to incorporate pedestrian and cyclist amenities b) Potential to provide a well connected pedestrian/cyclist network c) Potential to incorporate streetscape and landscape elements d) Potential to impact listed cultural heritage features e) Potential to impact archeological resources f) Potential to impact or support improved social equity

5. ADDITIONAL SOLUTIONS AND QUESTIONS?

How to Request to Annotate

1. Click here



3. The presenter will accept your request

6. NEXT STEPS

Thank you!

Next Steps

- Public Event #2 in Fall 2020
- Continue with Phase 2 of the TMP process
 - Evaluation through the detailed criteria
 - Identification of recommended mobility solutions and strategies
 - Identification of the preferred transportation network
- Next LAC meeting will focus on:
 - Detailed evaluation criteria results
 - Preferred transportation network
- Next Public Event #3 in Spring 2021
- TMP Final Report submitted to MECP in Fall 2021