



Yorkdale Block Master Plan & Transportation Master Plan

Local Advisory Committee Meeting #4
April 13, 2021



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Code of Conduct

DO

- ✓ Participate in the discussion
- ✓ Keep to the agenda
- ✓ Speak in turn
- ✓ Use the Chat or Hand Up 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

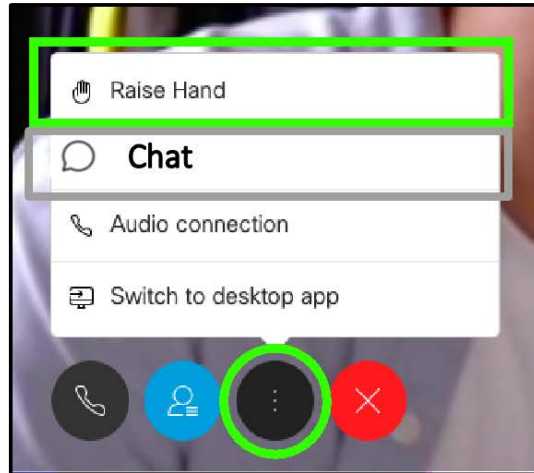
Webex Functions: Computer

IF YOU ARE
USING A
COMPUTER



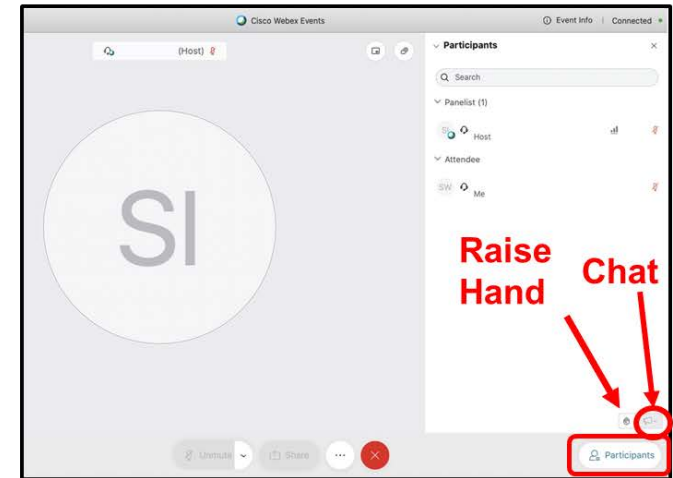
Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



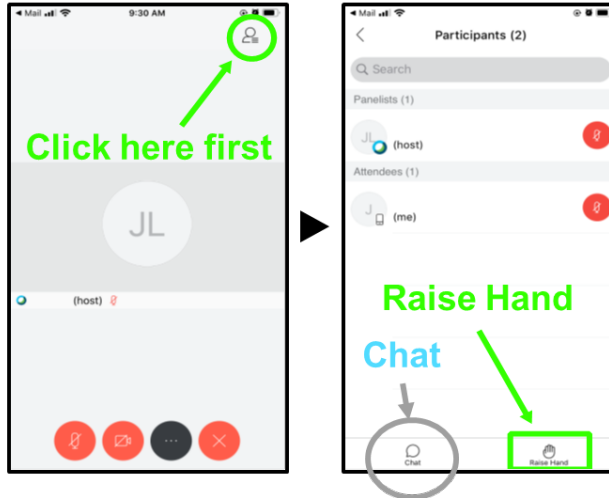
Webex Functions: Smart Phone and Tablet

IF YOU ARE
USING A
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OR TABLET



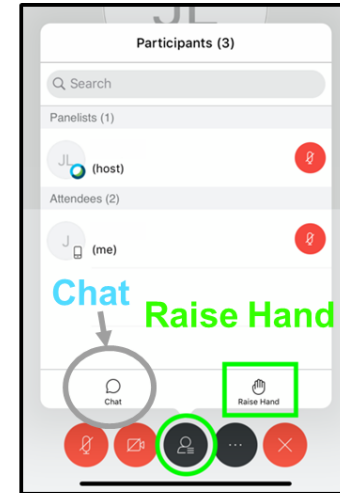
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



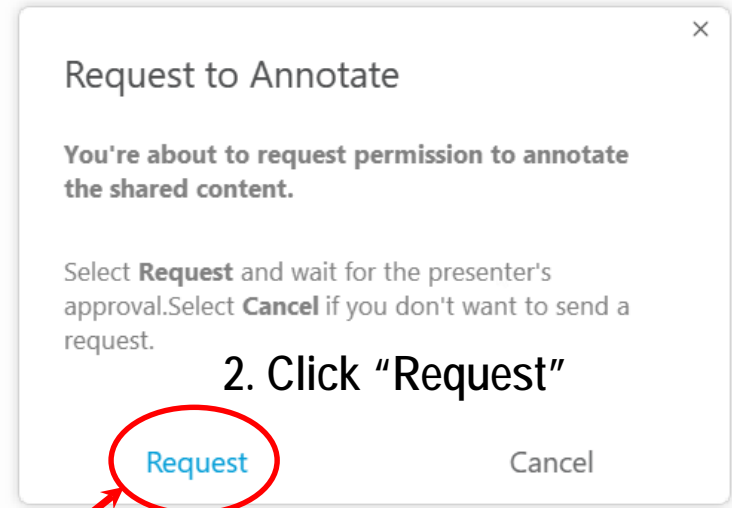
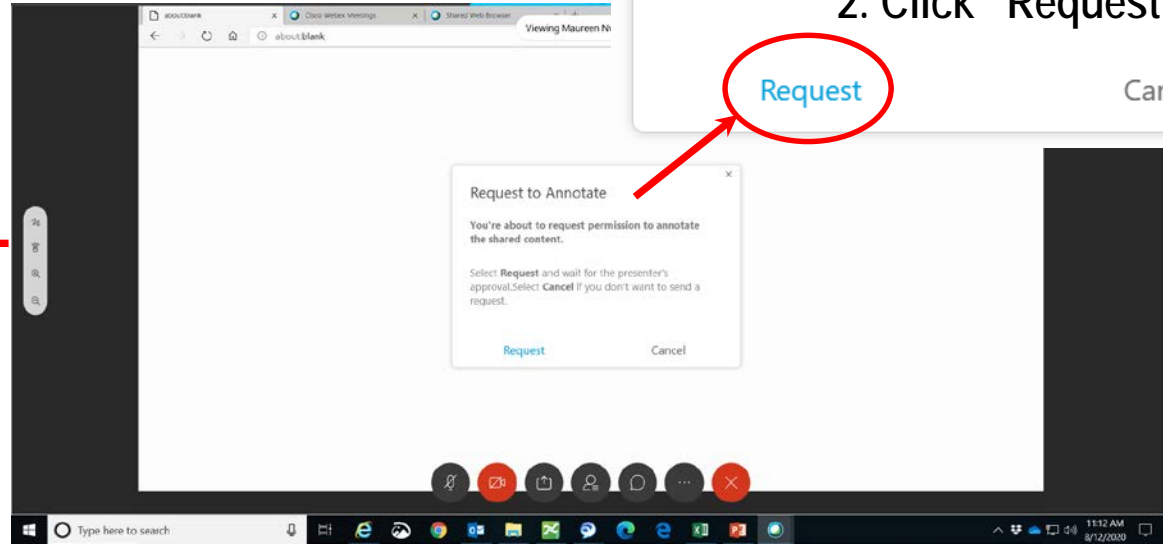
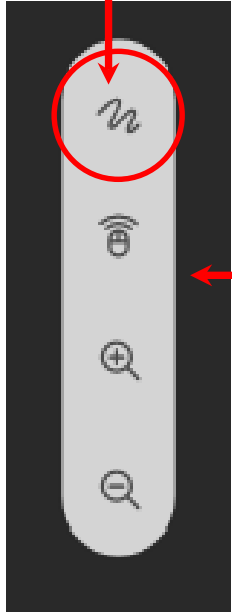
For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



How to Request to Annotate

1. Click here



2. Click "Request"

3. The presenter will accept your request

Agenda

- 6:30 pm **Introductions, Review of Agenda**
- 6:40 pm **Block Master Plan Update**
- 7:20 pm **Transportation Master Plan Update & Final Mobility Solutions Short List**
- 7:50 pm **Detailed Evaluation Process and Evaluation Criteria**
- 8:15 pm **Questions and Additional Ideas**
- 8:25 pm **Next Steps**
- 8:30 pm **Meeting Adjourns**

Meeting Objectives

- ✓ Provide an update on the Yorkdale Block Master Plan and Transportation Master Plan studies and receive feedback from LAC members
- ✓ Review the most recent submission from Oxford Properties
- ✓ Present the final 'short list' of TMP mobility solutions and discuss the criteria that will be used to evaluate them
- ✓ Walk through the technical evaluation of two short list solutions and 'do nothing'

BLOCK MASTER PLAN

Last Meeting:



Changes:

- **Cartwright Avenue Alignment**

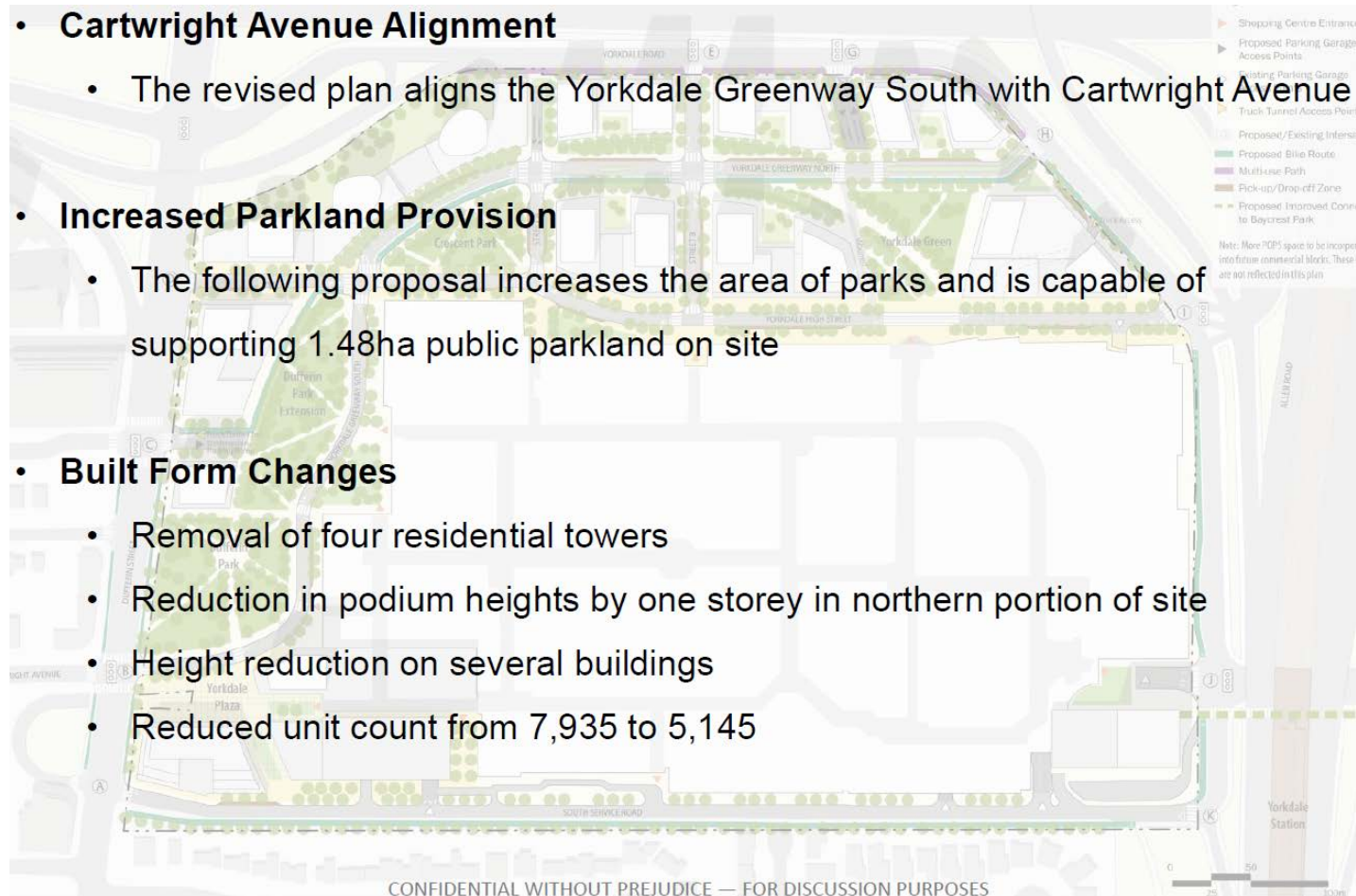
- The revised plan aligns the Yorkdale Greenway South with Cartwright Avenue

- **Increased Parkland Provision**

- The following proposal increases the area of parks and is capable of supporting 1.48ha public parkland on site

- **Built Form Changes**

- Removal of four residential towers
- Reduction in podium heights by one storey in northern portion of site
- Height reduction on several buildings
- Reduced unit count from 7,935 to 5,145



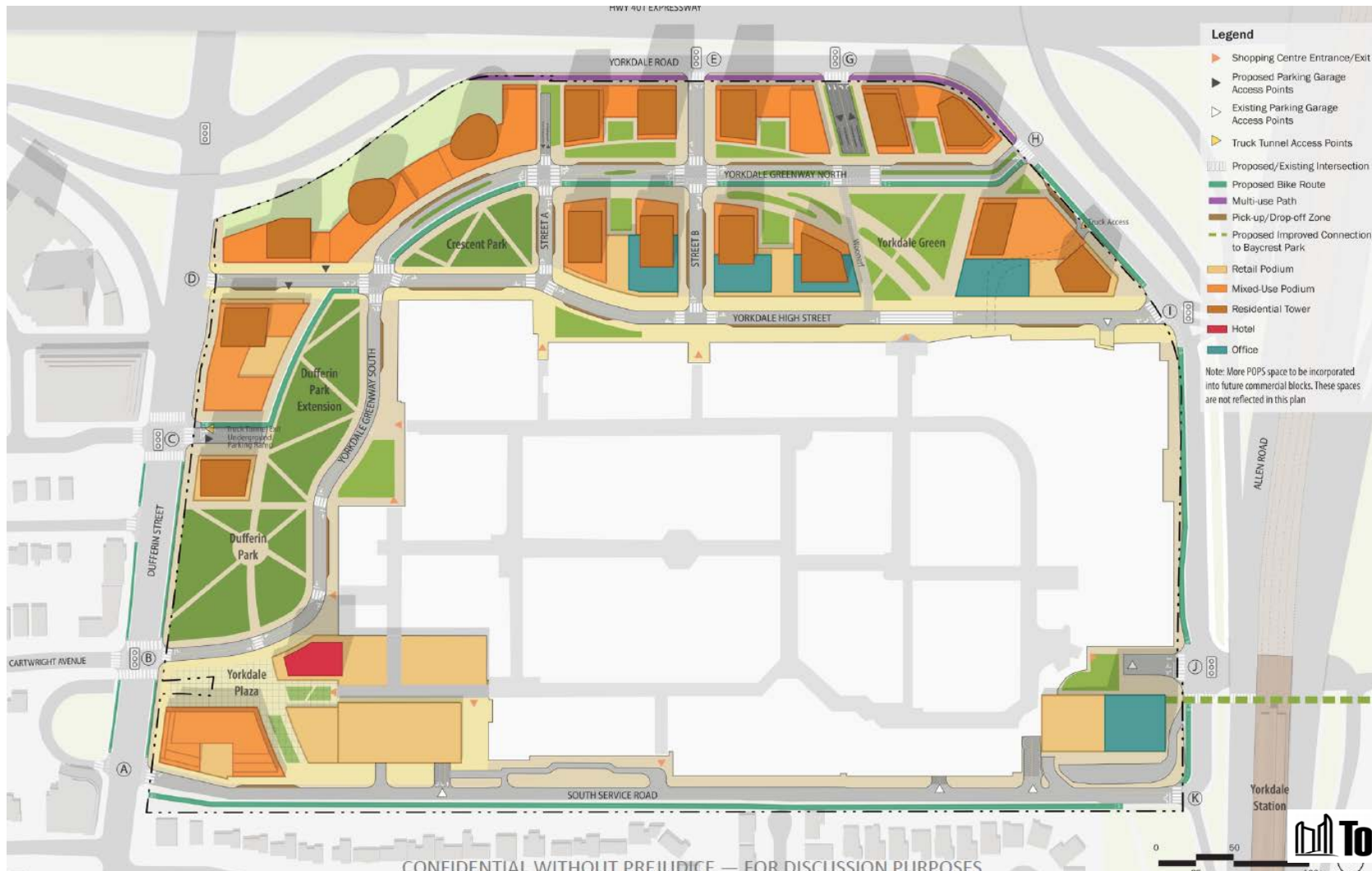
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Cartwright Alignment:



Increased Parkland:





- Legend**
- ▶ Shopping Centre Entrance/Exit
 - ▶ Proposed Parking Garage Access Points
 - ▷ Existing Parking Garage Access Points
 - ▶ Truck Tunnel Access Points
 - ▤ Proposed/Existing Intersection
 - ▬ Proposed Bike Route
 - ▬ Multi-use Path
 - ▬ Pick-up/Drop-off Zone
 - ▬ Proposed Improved Connection to Baycrest Park
 - Retail Podium
 - Mixed-Use Podium
 - Residential Tower
 - Hotel
 - Office
- Note: More POPS space to be incorporated into future commercial blocks. These spaces are not reflected in this plan

Built Form Changes:

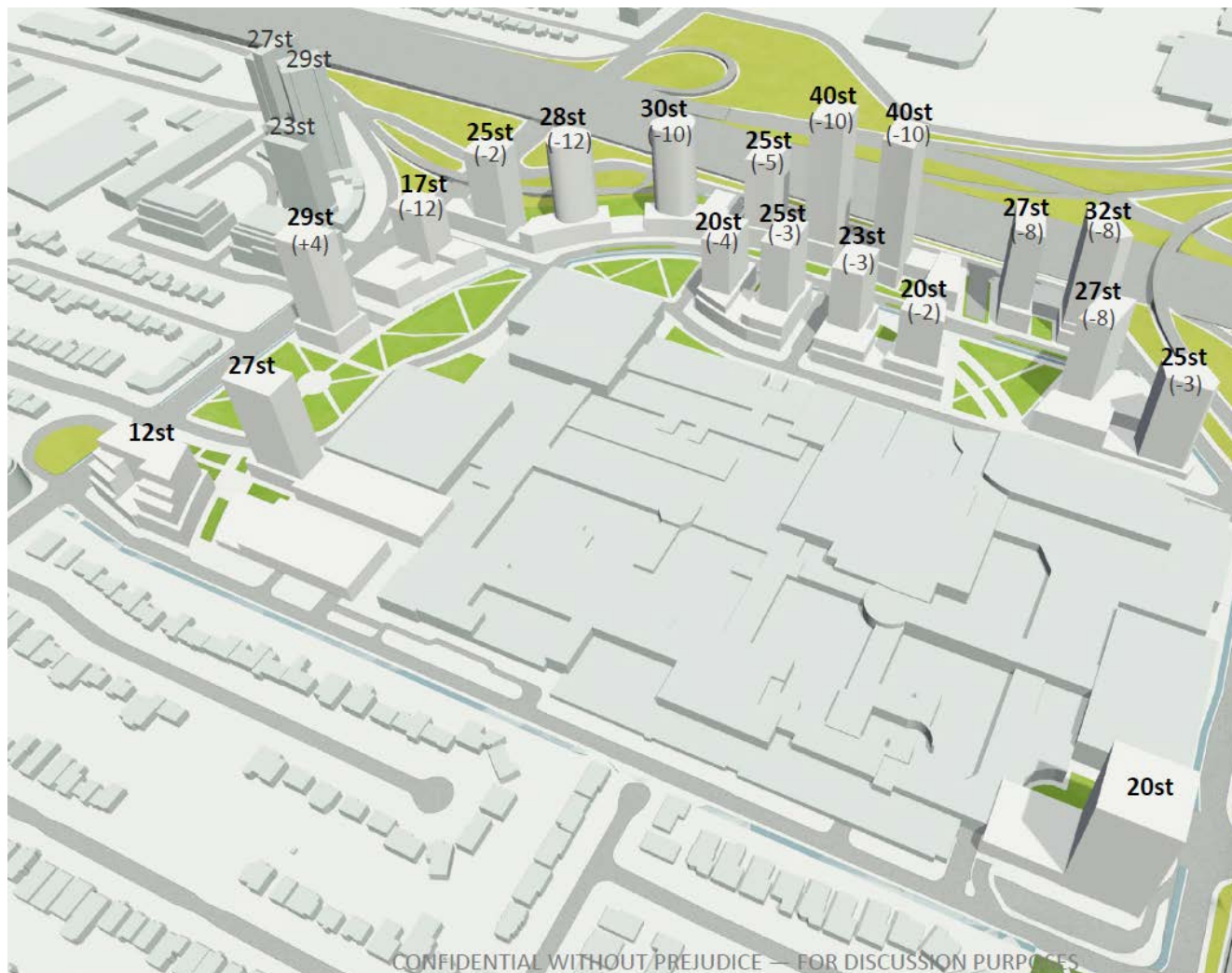


4 towers removed

Built Form Changes:



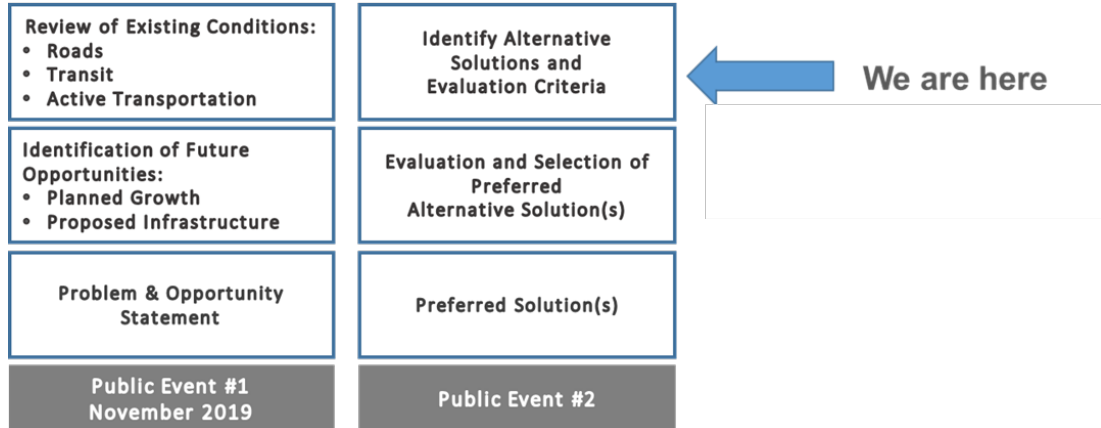
Heights modified



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Transportation Master Plan

Transportation Master Plan Process



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 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:

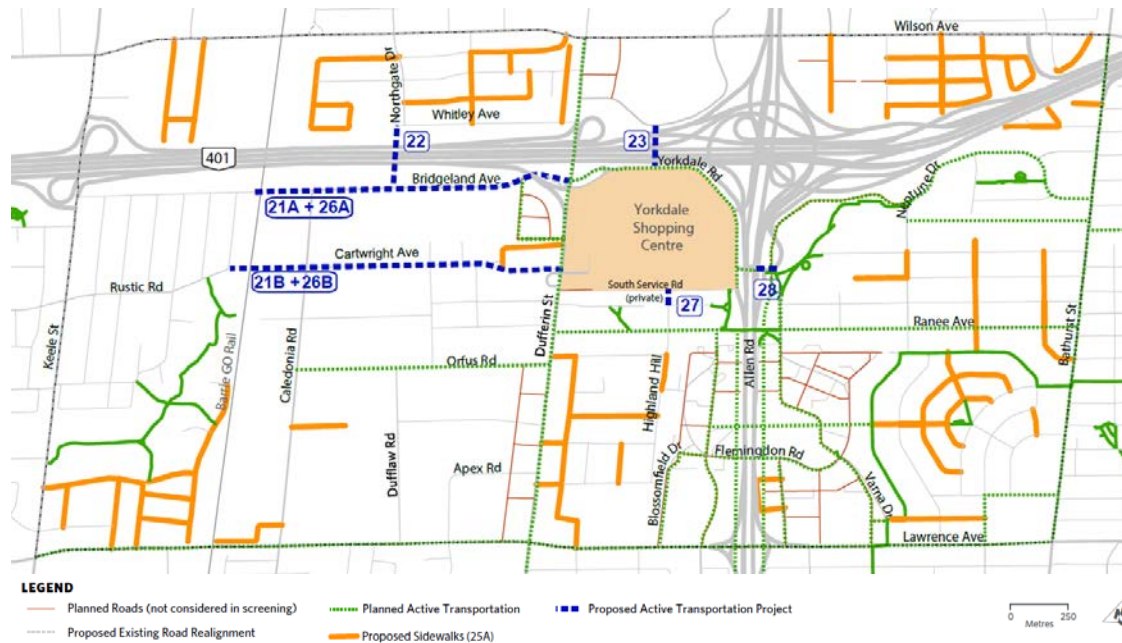
- ✓ Improve travel connections through a finer street grid;
- ✓ Establish Yorkdale as a transit hub by improving services, operational reliability, and access to TTC and GO Transit;
- ✓ Improve connections to promote walking and cycling;
- ✓ Design streets to safely accommodate all users; and
- ✓ Improve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

‘Short List’ Solutions

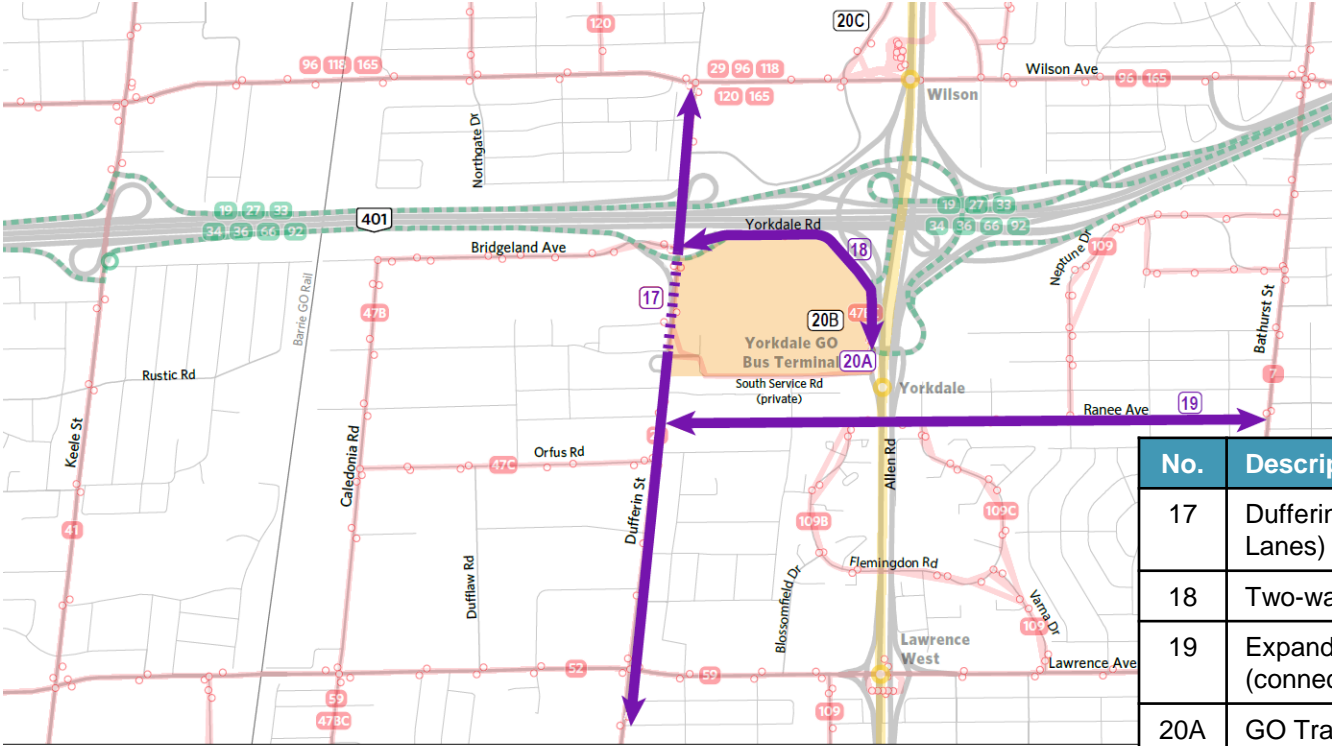
- Short list solutions (alternative solutions) were identified through a high level screening of all possible solutions.
- Possible solutions were either ‘carried forward’ for detailed evaluation or ‘screened out’
- The screening considered:
 - ✓ How well the solution addresses the Problem & Opportunity Statement
 - ✓ Whether the solution addresses the City’s strategic objectives and policy goals
 - ✓ Technical feasibility (constructability)
- Cost was removed from the screening criteria

Short List of Potential Pedestrian and Cycling Projects

No.	Description
21A	Active Transportation Bridge (east west) Connecting Floral Pkwy to Bridgeland Ave
21B	Active Transportation Bridge (east west) Connecting Rustic Rd to Cartwright Ave
22	Active Transportation Bridge (north south) Bridgeland Ave to Whitley Ave/Northgate Dr (at Anthony Rd School Park)
23	Active Transportation Bridge (north south) Yorkdale Rd to Billy Bishop Way
25A	Add sidewalk to roads with no sidewalk
26A	Continuation of Active Transportation Facilities from 21A along Bridgeland Avenue
26B	Continuation of Active Transportation Facilities from 21B along Cartwright Avenue
27	North-South Access on Highland Hill
28	Baycrest Park Switchback Ramp east of Allen Rd Off-Ramp



Short List of Transit Improvements



LEGEND

- Surface TTC Route
- Line 1 Subway
- GO Transit Bus Route
- Project Focus Area
- DSSP/TMP Recommended
- Surface Route Bus Stop
- Line 1 Stop
- GO Transit Stop
- Proposed Transit Routes

No.	Description
17	Dufferin St Transit Priority (Transit/HOV Lanes)
18	Two-way service on Yorkdale Rd
19	Expanded Transit Service along Ranee Ave (connecting Dufferin St to Bathurst St)
20A	GO Transit terminal expansion

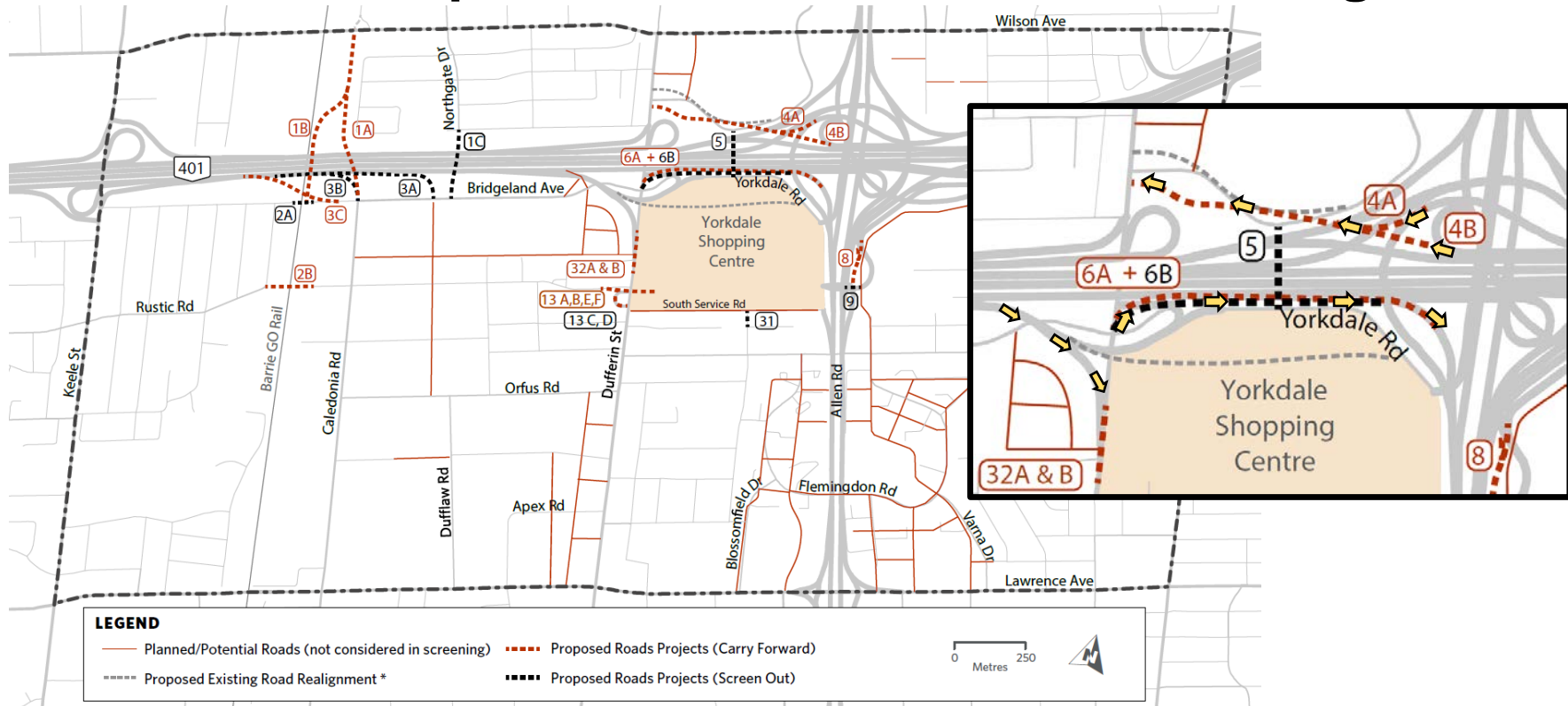
0 Metres 250



Note: proposed improvements are conceptual only for discussion

QUESTIONS?

Short list of Proposed Road Solutions and Strategies



*Proposed Existing Road Realignment tied to Proposed Carried Forward road projects

Note: proposed improvements are conceptual only for discussion

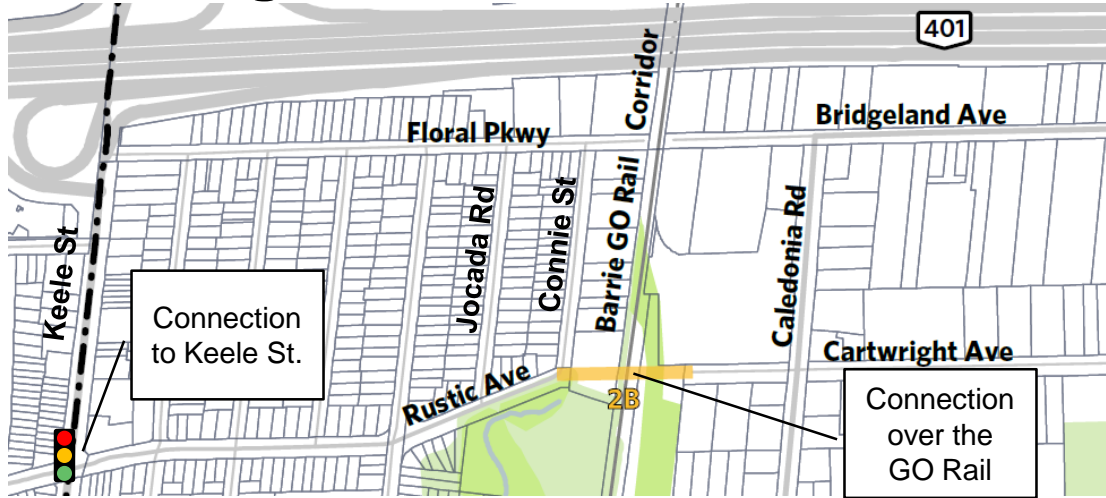
Solution #1: Caledonia Road Extension Under Highway 401



	Benefits	Challenges
1A	<ul style="list-style-type: none"> • Alternative north-south route to Dufferin St • Would divert traffic from Dufferin St • Potential transit (bus) route • Potential pedestrian and cycling connection 	<ul style="list-style-type: none"> • 401 underpass required • Significant impacts to industrial lands to the north and south of Highway 401 • Skewed alignment at Wilson Ave would shift the signalized intersection further to the west
1B	<ul style="list-style-type: none"> • Similar benefits to 1A 	<ul style="list-style-type: none"> • Same Challenges as 1A and • Widens Barrie GO rail underpass • Does not result in a continuous Caledonia Road

Note: proposed improvements are conceptual only for discussion

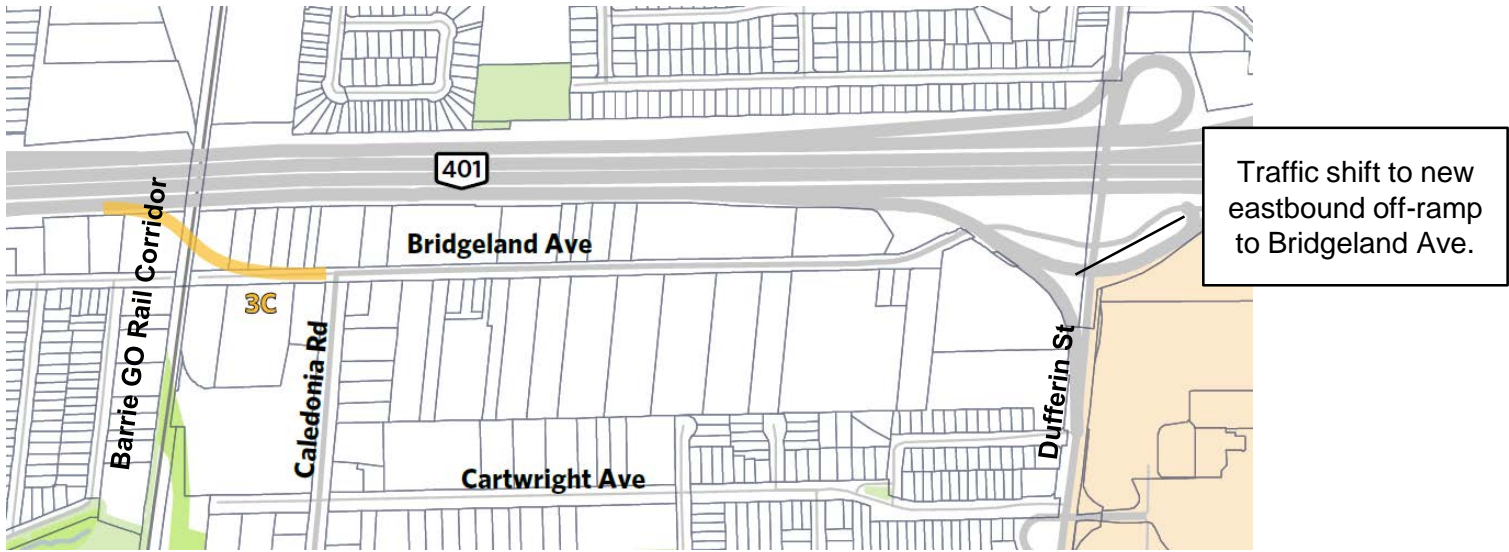
Solution #2B: East-West Connection Rustic Avenue to Cartwright Avenue



Benefits	Challenges
<ul style="list-style-type: none"> • Connections to signalized intersection at Keele St • Intersection spacing to Highway 401 interchange desirable • Improves east-west connections over the Barrie Rail Corridor • Opportunities for potential active transportation connections 	<ul style="list-style-type: none"> • Overpass clearance required over Barrie GO Rail Corridor for future electrification • Overpass will not meet at-grade for connection to Connie St or Jocada Rd. (Connie St and Jocada Rd would need to be converted to cul-de-sacs) • Significant impacts to the residential neighbourhood, industrial, and park lands to the north and south of Rustic Rd

Note: proposed improvements are conceptual only for discussion

Solution #3C: New Highway 401 EB Off-Ramp to Bridgeland Avenue

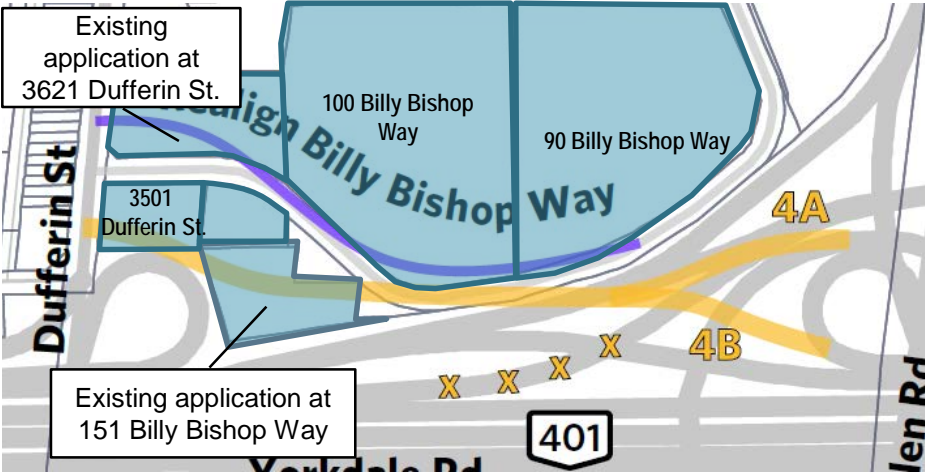


Benefits	Challenges
<ul style="list-style-type: none">• Reduces traffic on Dufferin St and Dufferin off-ramp• Provides direct route/access to industrial and residential areas	<ul style="list-style-type: none">• Significant impacts to industrial lands to south of Highway 401• Option 3C would preclude Option 1B• Closure of Bridgeland Ave west of Caledonia Rd

Note: proposed improvements are conceptual only for discussion

QUESTIONS?

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

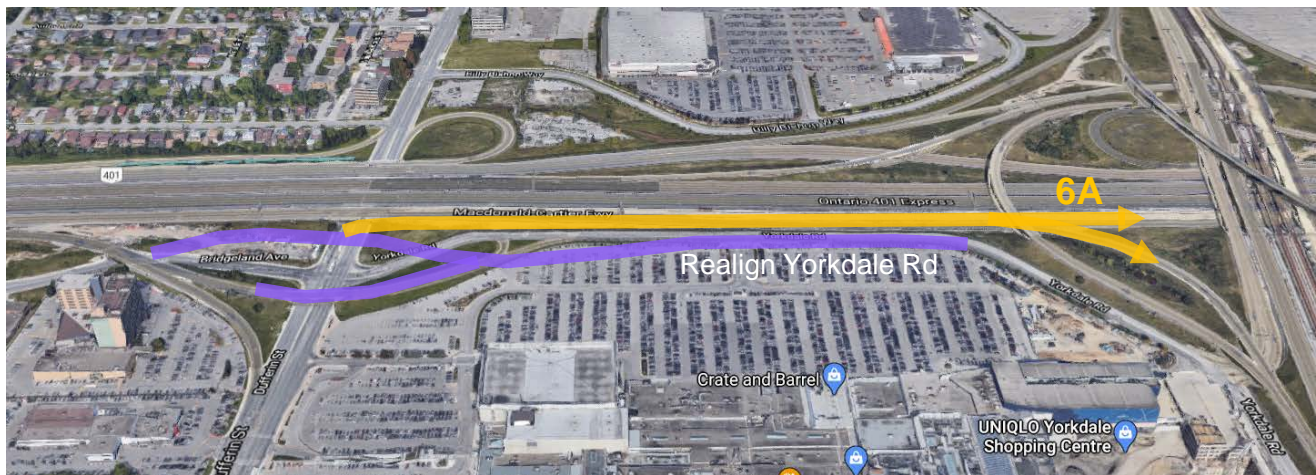


	Benefits	Challenges
4A	<ul style="list-style-type: none"> Improved direct access from Highway 401 WB to Dufferin St Avoids use of Yorkdale Rd as the link connecting between Dufferin St and Highway 401 Reduce shortcutting/infiltration traffic on the Yorkdale Mall south service road 	<ul style="list-style-type: none"> Highway 401 mainline operations impact Significant property impacts to Smartcentres and mixed use and employment area on Dufferin St. due to realignment of Billy Bishop Way Existing applications at 151 Billy Bishop Way and 3621 Dufferin St, which are under review Signal spacing on Dufferin St would be close together
4B	<ul style="list-style-type: none"> Same benefits as 4A 	<ul style="list-style-type: none"> Same challenges as 4A

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



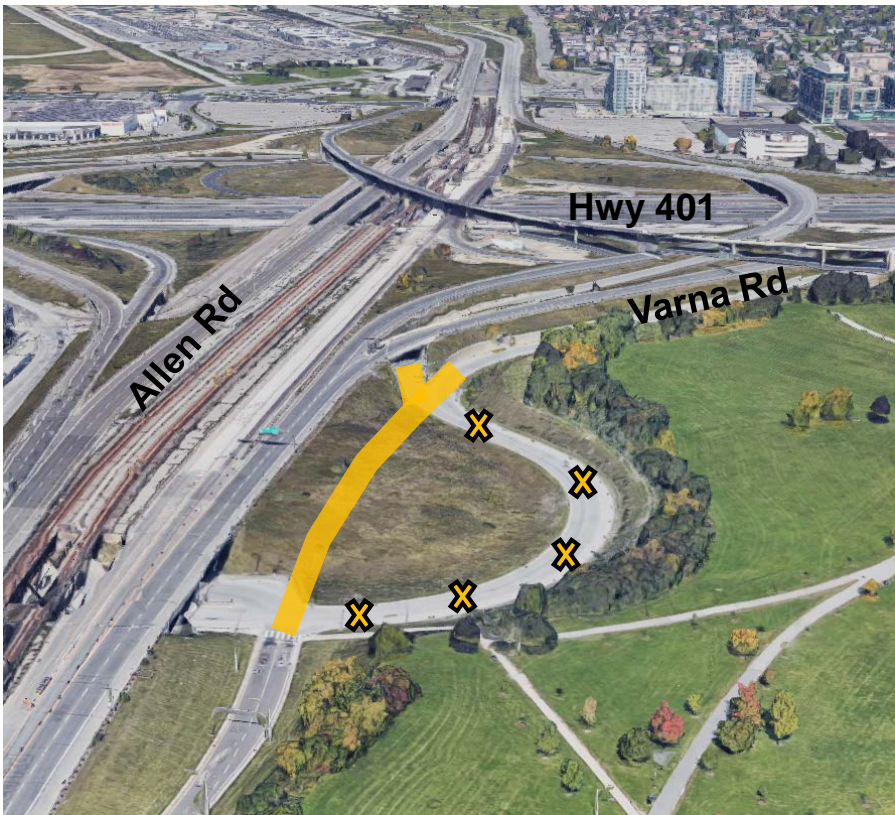
Benefits	Challenges
<ul style="list-style-type: none"> Improved direct access from Dufferin St to Hwy 401 EB Avoids use of Yorkdale Rd as the link connecting between Dufferin St and Highway 401 Reduce shortcutting/infiltration traffic on the Yorkdale Mall South Service Rd 	<ul style="list-style-type: none"> Requires extension of Allen off-ramp to reconnect back to Highway 401 EB collector east of Allen Rd Realignment of Yorkdale Rd Property impacts on Yorkdale Mall



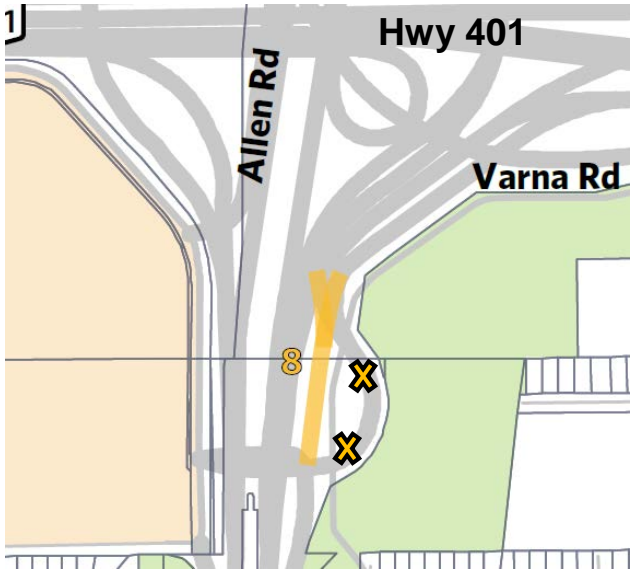
Note: proposed improvements are conceptual only for discussion

QUESTIONS?

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



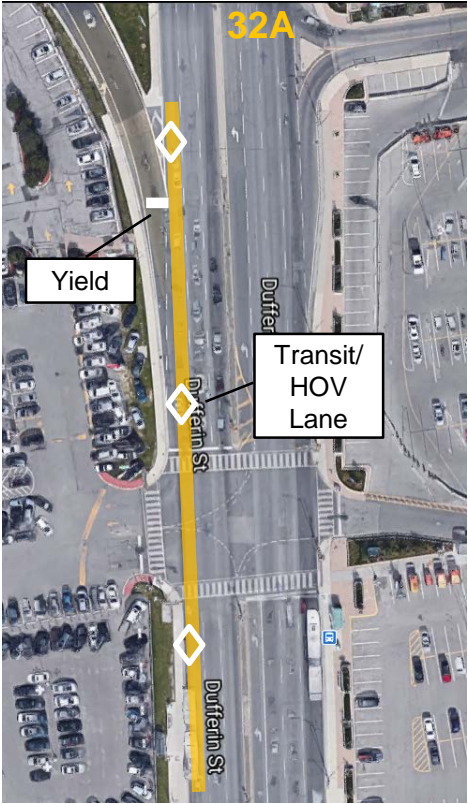
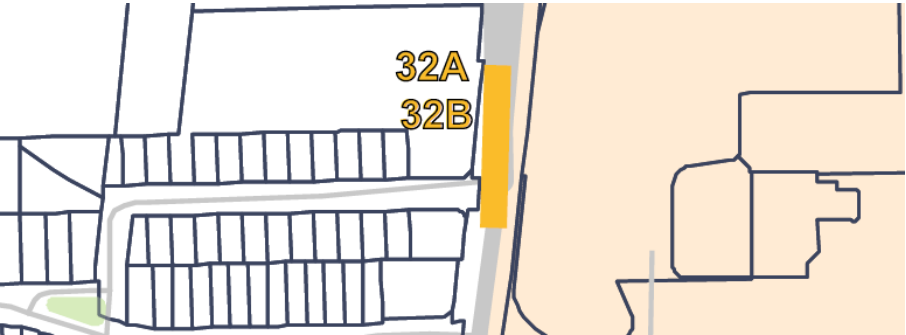
Benefits	Challenges
<ul style="list-style-type: none">Compatible with Oxford proposals and Varna Rd extensionAligns with the Lawrence Allen Secondary Plan Policy and TMP	<ul style="list-style-type: none">Infrastructure changeImpacts on traffic operations due to weaving



Note: proposed improvements are conceptual only for discussion

Solution #32: 401 EB off-ramp to Dufferin St – Retain Southbound Curb Lane or Closed Curb Lane

	Benefits	Challenges
32A	<ul style="list-style-type: none"> Priority goes to Transit/HOV lane and pedestrians / cyclists, as ramp traffic is required to stop or yield to merge onto Dufferin St 	<ul style="list-style-type: none"> Highway off-ramp traffic would conflict with transit priority curb lane
32B	<ul style="list-style-type: none"> Vehicles take priority over pedestrians / cyclists because ramp traffic is not required to stop or yield to merge onto Dufferin St 	<ul style="list-style-type: none"> Merging would improve; however, southbound capacity is reduced Not compatible with transit priority lane Pedestrians and cyclists are not prioritized at this crossing



Note: proposed improvements are conceptual only for discussion

Short List of Intersection Improvements

No.	Description
10	Allow Southbound Left turn for all vehicles
11	Honda Access and Yorkdale Access to be normalized (aligned) with no offset. Southbound left turn permitted with no possible movement from 401 off ramp.
12	Separate truck access
13F	Cartwright Ave and Yorkdale Greenway to be normalized with signals and no offset
13E	Retain McAdam Loop and signalize. Retain northbound right-in, add westbound right-out
14	New full access to Parking garage
15	New east-west access
16	Dual northbound right-turn and Contra-flow southbound left-turn



Intersection Improvement #13: McAdam Loop at Dufferin St

13A: Do Nothing



13A	Reasons to Carry Forward	13B
✓	<ul style="list-style-type: none"> Retains McAdam Loop to maintain capacity for Yorkdale 	✗
✗	<ul style="list-style-type: none"> Provides a signalized and normalized intersection to accommodate pedestrian and cycling facilities 	✓
✓	<ul style="list-style-type: none"> Provides a connection to underground parking 	✗
✗	<ul style="list-style-type: none"> Provides connectivity to Yorkdale from Cartwright Ave 	✓
✓	<ul style="list-style-type: none"> Analysis completed to support maintaining loop ramp 	✗

Carried Forward

13B: street level 4-leg signalized intersection at Cartwright Ave



Intersection Improvement #13: McAdam Loop at Dufferin St

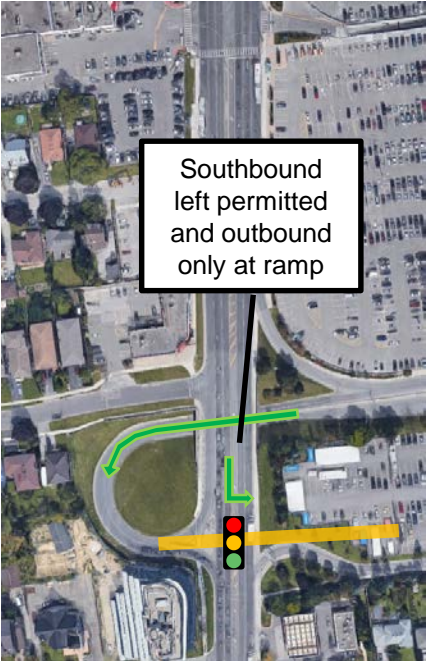
13C: street level 3-leg
signalized intersection



13C	Reasons Screened Out	13D
✗	<ul style="list-style-type: none">Retains McAdam Loop to maintain capacity for Yorkdale	✓✗
✓	<ul style="list-style-type: none">Provides a signalized and normalized intersection to accommodate pedestrian and cycling facilities	✓
✓	<ul style="list-style-type: none">Provides a connection to underground parking	✓
✗	<ul style="list-style-type: none">Provides connectivity to Yorkdale from Cartwright Ave	✗
✗	<ul style="list-style-type: none">Analysis completed to support maintaining loop ramp	✓✗

Screened Out

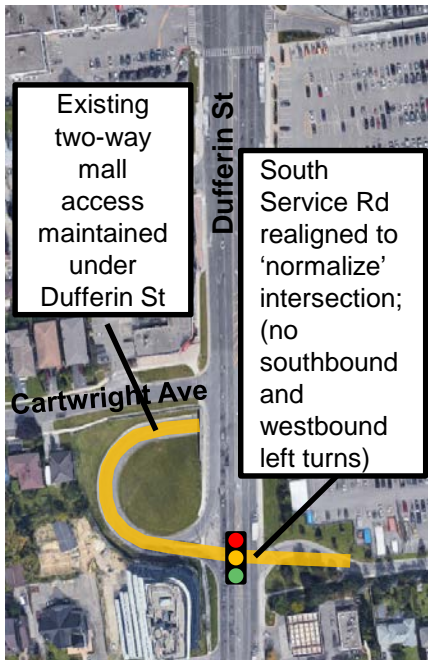
13D: street level 4-leg
signalized intersection at
South Service Rd



Note: proposed improvements are conceptual only for discussion

Intersection Improvement #13: McAdam Loop at Dufferin St

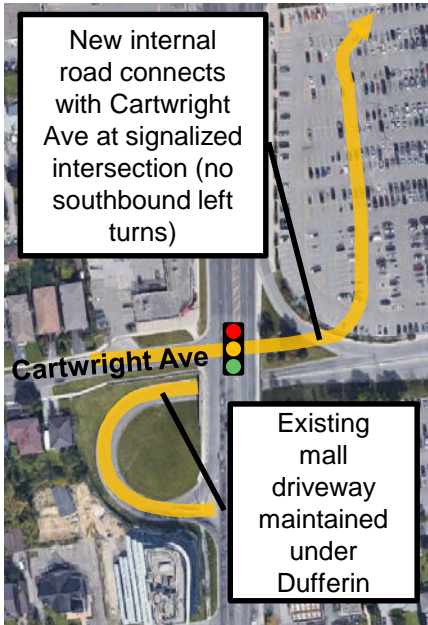
13E: Maintain inbound and outbound access to McAdam Loop and signalized intersection at south service Rd



13E	Reasons to Carry Forward	13F
✓	• Retains McAdam Loop to maintain capacity for Yorkdale	✓
✓	• Provides a signalized and normalized intersection to accommodate pedestrian and cycling facilities	✓
✓	• Provides a connection to underground parking	✗
✗	• Provides connectivity to Yorkdale from Cartwright Ave	✓
✓	• Analysis completed to support maintaining loop ramp	✓

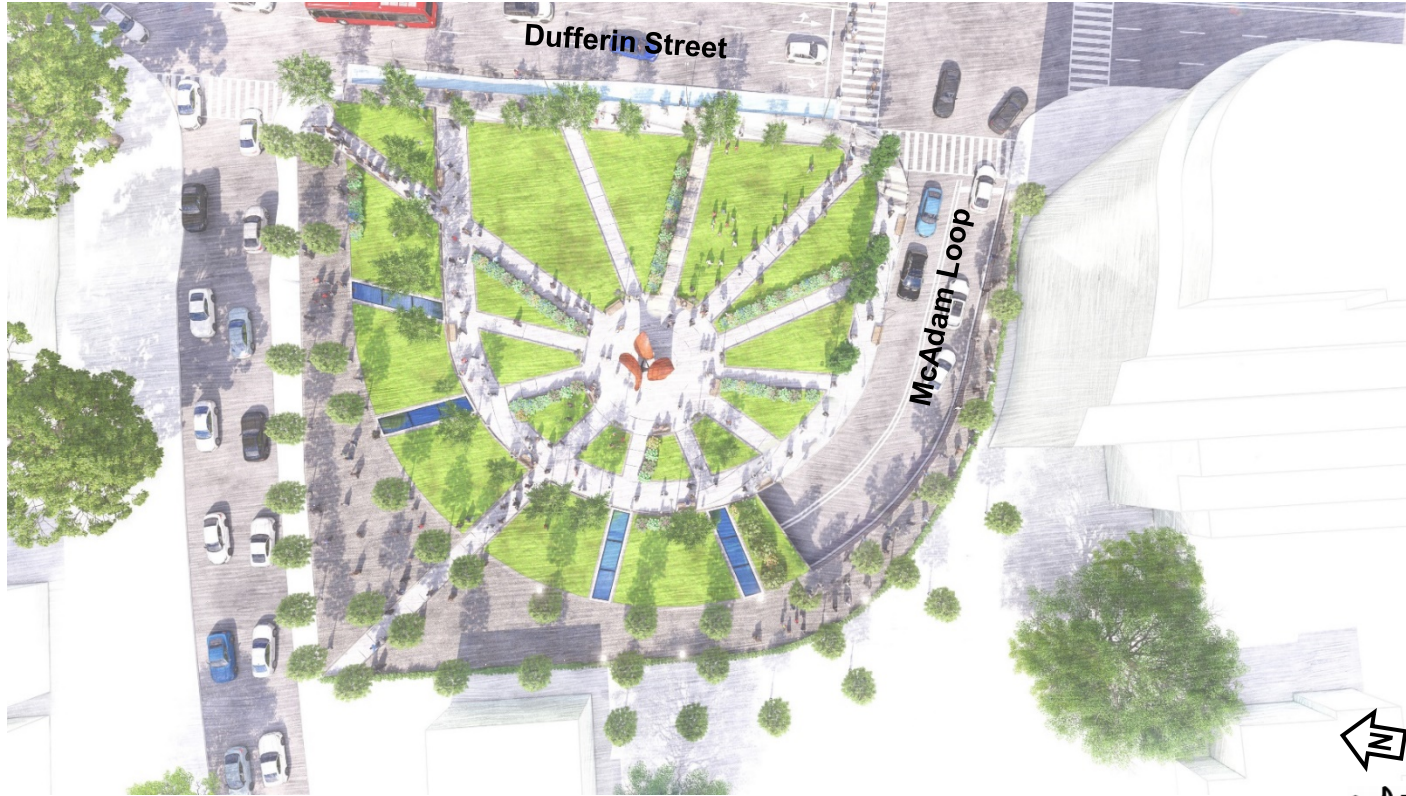
Carried Forward

13F: Maintain McAdam Loop with access to Yorkdale underground, and signalized intersection at Cartwright Ave / Yorkdale mall access



Note: proposed improvements are conceptual only for discussion

Solution #13: Potential Parkland



Solution #13: Potential Parkland



QUESTIONS?

DETAILED EVALUATION CRITERIA

Natural Environment



Potential to impact wildlife/habitat areas



Potential to impact groundwater



Potential to impact air quality



Potential to create noise impacts

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

Policy



Complies with the City Transportation Policies



Complies with the City's Official Plan



Complies with the following policies:

- i) Dufferin Street Secondary Plan
- ii) Lawrence-Allen Secondary Plan
- iii) Dufferin Wilson Context Plan SASP

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

Technical (including Transportation)



Potential to maximize roadway capacity
(network performance)



Potential to enhance traffic safety
(pedestrian, cyclist, and motor vehicle)



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

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

Economic



Ability to support new business frontage and access opportunities



Ability to support Yorkdale Shopping Centre operations



Order of magnitude construction costs (including streetscaping/landscaping)



Impacts to property and property acquisition costs



Ability to support accessibility



Ability to support goods movement

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

Cultural / Social



Potential to incorporate pedestrian and cyclist amenities (bike racks, repair stations, etc)



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

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

PRELIMINARY FUTURE 2041 EVALUATION

2041 'Do Nothing' Traffic Projections

2041 'Do Nothing' traffic analysis:

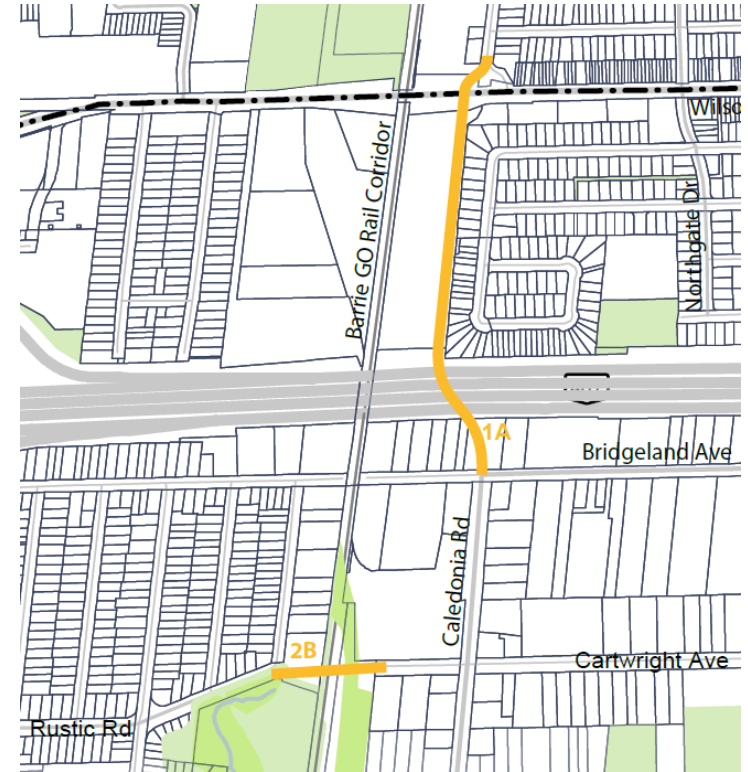
- Carried out as a baseline for comparison
- Includes planned roads and improvements identified in previous studies (Secondary Plans)
- Does not include any TMP solutions or the proposed Yorkdale redevelopment
- Involves modifications to mode split and peak hour spreading

'Do Nothing' projections show:

- Congestion issues on Dufferin Street would intensify
- There would be increasing delays on other arterial roads and local roads in the study area
- **The 'Do Nothing' alternative will not accommodate future growth without improvements to the road network.**

Partial Evaluation of Two Short List Solutions

- The project team has carried out a partial evaluation of two short list solutions and partial evaluation of the 2041 'do nothing' scenario
- Applied two of the five evaluation categories (Policy and Technical/Transportation):
 - 1. Policy:**
 - Increases accessibility and improves mobility
 - Contributes to the development of a connected network
 - 2. Technical/Transportation:**
 - Potential to maximize roadway capacity
 - Potential to maximize connectivity and accessibility of the transportation network for all modes
 - Potential to minimize impacts to Provincial Highway operations
 - Potential to accommodate existing and future transit infrastructure
- Further analysis is needed on other criteria (Natural Environment, Cultural/Social, Economic) to complete the detailed evaluation of these alternatives



Partial Evaluation of Two Short List Solutions

1A	2B	Evaluation Criteria
Policy		
		• Increases accessibility and improves mobility
		• Contributes to the development of a connected network
		• Minimizing through traffic on local streets
Technical/Transportation		
		Potential to maximize roadway capacity (network performance)
		Potential to enhance traffic safety (pedestrian, cyclist, and motor vehicle)
		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

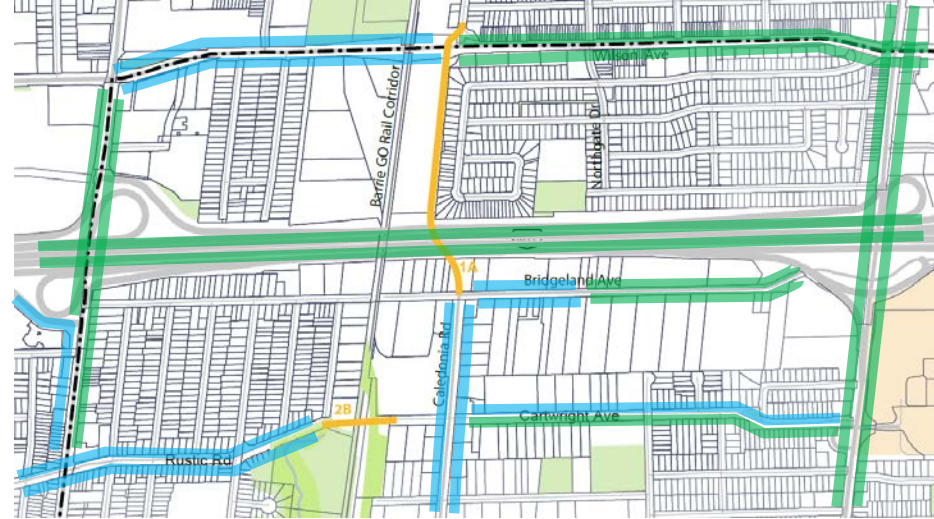


Projected Traffic Volumes with Caledonia Rd + Rustic Rd Extensions

AM Peak



PM/Sat Peak



- Based on 2041 projected volumes without Yorkdale mall expansion
- Objective was to compare volume pattern changes with and without the proposed improvements
- Compared to 2041 Do Nothing projected volumes, we note the following:
 - Reduced volumes on Hwy 401, Dufferin and Keele St during AM, PM, and SAT peak hours
 - Mix of reduced and increased volumes along Cartwright Ave during all periods
 - Increased volumes on Rustic Road and Caledonia Rd during all periods
 - Reduced volumes on Wilson Ave east of Solution 1A during all periods

Reduced Volumes
Increased Volumes

ADDITIONAL COMMENTS AND QUESTIONS?

NEXT STEPS

Next Steps

- Spring 2021:

Detailed evaluation to be completed
- Early Summer 2021:

Final LAC meeting to present preferred mobility solutions
Public Event #2 and consultation with the public and key stakeholders
- Summer/Fall 2021:

Final recommended solutions presented to City Council
TMP report completed and filed with the Ministry of the Environment, Conservation and Parks



THANK YOU!
