



Yorkdale Shopping Centre Block Master Plan & Yorkdale Transportation Master Plan

Local Advisory Committee Meeting #1 - Minutes

Wednesday, March 6, 2019

Yorkdale Adult Learning Centre – 38 Orfus Road

7:00 p.m. to 8:30 p.m.

The purpose of the meeting was to introduce the Terms of Reference for the LAC, outline the planning process and timing for the Yorkdale Shopping Centre Block Master Plan and Transportation Master Plan and provide an opportunity for questions and feedback.

The meeting agenda included:

- 7:00 p.m. Introductions and Review of Agenda**
- 7:15 p.m. Review Committee Terms of Reference**
- 7:30 p.m. Yorkdale Shopping Centre Block Master Plan Presentation**
- 7:45 p.m. Questions**
- 8:00 p.m. Yorkdale Transportation Master Plan Presentation**
- 8:15 p.m. Questions**
- 8:30 p.m. Next Steps**

1. Introductions and Review of Agenda

The meeting was facilitated by Tracy Manolakakis, City of Toronto.

Councillor Colle sent his regrets as he was unable to attend due to a family emergency. Brandon Stevens from his office attended on his behalf.

Each member introduced themselves.

2. Review Committee Terms of Reference

Tracy reviewed the Term of Reference with all participants.

Q: Will there be a regular scheduled meetings?

A: Meetings of the Local Advisory Committee (LAC) will be scheduled around the phases of the project. There are no specific dates as of yet, but we will provide advanced notice to you on what those dates will be.

Q: To clarify, this is a discussion, no motions or action items will come out of this?

A: Yes, this is a discussion. If actions do come out of it we will all have to decide together. There will be no voting. LAC members are area matter experts on the community. We are here to bounce ideas off you, get your input, and to take away ideas to create action items.

3. Presentation: Yorkdale Shopping Centre Block Master Plan

Community Planning Senior Planner, Guy Matthew presented background on the Development Application submitted by Oxford Properties to amend the Official Plan and Zoning By-law to allow for long-term, mixed-use plan for the entire Yorkdale Shopping Centre site. He briefly reviewed the three-conceptual Block Master Plan options submitted by the applicant that comprise a range of residential, office, retail, and hotel uses. The proposed development is intended to occur in a phased manner over the next 20+ years.

Q: Is this development phased and not all done at once?

A: Yes, it is currently proposed to be phased.

Q: Can page numbers be added to copies of the presentation slides?

Action: Yes, page numbers will be added to all future materials.

Q: Are hotels included on the site?

A: Yes, the proposals submitted by the applicant include new hotels. This is not associated with the Holiday Inn on the west side of Dufferin Street.

Q: Is it possible to perhaps have a website where we can see the graphics (in reference to the copies of the presentation slides) in larger pictures and in more detail?

A: There is a City website for the Block Master Plan but not one for the Transportation Master Plan yet and will be shared once available. Also, you can visit Oxford's website for further information: yorkdalemasterplan.ca.

Action: City to send links to the various websites.

C: I found it helpful at the 2017 consultation event that there was a station where there was a 3D model of the height options. Pictures and visuals tell another story. It would be helpful to have a 3D model to view.

A: The City Planning website has the 3D digital model available for viewing.

Action: Oxford Properties has physical 3D models and can have them available for viewing.

Q: Has there been any consideration for community centres or areas in the development?

A: Yes, there is policy direction from the Dufferin Street Secondary Plan as to what the area needs and an analysis of what we need from a city level perspective. But, we can talk about the need for it and we can figure out where it would go on the site.

Q: Where can I get a copy of the Dufferin Street Secondary Plan?

Action: City to send a copy by email to LAC members.

Q: Is everything in white on the submitted development scenarios a corridor of the shopping centre?

A: Yes, and beige is the mall which will stay as is. Yellow is proposed retail expansion, 'school bus yellow' is residential, blue is office space, and pink is hotels.

C: The mall lacks a grand entrance, and the need for more artwork and beautification would make it better.

C: I think the Dufferin Street stretch should be the first focus because that is the entrance, and we need to figure out a better way to access it.

Q: Is it within the privy of this committee to look into affordable housing?

A: Yes and no because we are going to look at more built form. We will consider securing some of it as affordable and we can think about it in the policy portion. But Oxford Properties is looking at virtually all of it staying rental.

Q: What is the difference between option three and option one and two?

A: Three has the mall expanded to the north.

4. Presentation: Yorkdale Transportation Master Plan

Transportation Services Project Manager, Gary Papas, presented an overview of the transportation master plan, which will look at the network between Keele/Wilson/Bathurst/Lawrence, including the Yorkdale site for connections within, and to the surrounding communities, looking to improve the overall road network, and address all modes of travel; cycling, walking, auto, and goods movement requirements.

C: I live two houses in from Dufferin Street and I see a lot of what is happening at the southwest entrance into Yorkdale. The signage states how to enter the mall but many vehicles make an illegal turn to go into the mall. Drivers do not know the route or see the signs, and both the mall direction and the signs are counter-intuitive.

C: I don't see why the left turn lane north of Bridgeland Avenue does not let people make a left onto Bridgeland Avenue and access the mall from there instead of coming down Dufferin Street.

A: The reason why that never happened is that it was too dangerous. Construction activities are currently underway to realign this road to allow for a projected left turn.

Q: Have there been talks with the province to open up an entrance from Highway 401 onto Caledonia Road for large trucks?

A: We have talked to the Ministry of Transportation about adding more interchanges and they are concerned with the spacing of existing interchanges. But, if we have a

good enough rationale we can bring it forward but we need to have the appropriate modeling work to be completed.

Q: I heard RioCan may consider developing its lands at Lawrence Square. Has there been consideration of an entrance at Marlee Avenue?

A: The Dufferin Street Avenue Study did allude to that, so hopefully this Master Plan expands on that.

Q: On Bridgeland Avenue, will the lanes be expanded from one to two?

A: Bridgeland Avenue will shift north and the alignment straightened.

C: Transportation is a huge part of the Master Plan, and with the aggressive study timeline, I don't think you can correct the issues in a year or, get the information you need in a year, especially if you are considering a 20+ year Block Master Plan. Build it and they will come, Oxford Properties built it and they came. Transportation is always chasing development, and development is always eager and transportation infrastructure is not always there. There are all kinds of proposed things that are subject to developers coming to the table and until then all this great planning, development and the entire proposal is subject to people coming to the table. The City and province do not have the position to expropriate the land. Not sure how you can offer a transportation solution without this. I don't think you will get all the answers in a year as this is a long process.

A: The time frame is something we'd like to achieve but it is also just a starting point. The City does have the ability to place a conditional "hold" on future developments to ensure appropriate infrastructure is in place before the development can proceed to construction.

C: I would argue to Oxford Properties that at the rate we are going, people are not going to want to come to Yorkdale.

C: You can't really go forward because of all the choke points we have right now. I think we need to sit down and address Dufferin Street, north of Rane Avenue as it is impossible to travel and Lawrence Avenue to Allen Road.

C: There are some obvious areas that need addressing right now, let alone before we bring in more people and cars.

A: The Yorkdale Master Plan is about improving the whole area, including these specific areas you noted.

C: There are flow points we see as residential owners every day. There are areas on Dufferin Street that the police have to phase traffic through.

Q: We also have the Lawrence Heights redevelopment. Are you taking into consideration the rezoning of the streets and the new people coming into the community because that will increase the population and increase the traffic affecting the study?

A: If the zoning is in place and incorporated into the Secondary Plan then it is included in the study and traffic model.

C: On Sparrow Avenue, there are certain times of the year you can't even leave your driveway. It is really bad, and my fear is with a 1000 new units, how many people will be cutting across local streets like Sparrow to get into the area. It's like there are no lanes or rules and it causes so many problems.

A: Human behaviour is hard to correct and transportation planning can't change that.

C: Sparrow Avenue is crippled – traffic does not move in an organized fashion. Unfortunately it may cause a life-changing circumstance for someone for it to become a focus.

A: The study will indeed need to pay attention to traffic movement on local streets.

C: The success of the neighbourhood comes at a price.

C: There is a problem with the street lights because they are not in-sync. The five sets of lights should all be green to move vehicles through and not cause a backup.

Q: Dufferin Street is outdated and should have three lanes north and south. Is there a way of compensating this by adding an extra lane to go one way during rush hour?

A: The Transportation Master Plan is not just a view of vehicle movement. It's a view of all modes of travel, and all of the modes of travel are looked at when making decisions. There is no mode of travel that wins over another, it is not an easy exercise, but it assists in looking at problems and providing solutions where possible.

C: I'm asking for a short circuit in advance the Master Plan's completion. I think some things need addressing today that are ultimately going to help. I've already said Yorkdale has got to have other points of egress, Dufferin Street can only take on so much. The Master Plan is a great idea but we can address some of these things now with a long-term vision.

C: We want to encourage people to use the TTC, even though it's not that much of a walk, something like a covered walkway that shows an entrance to the subway to encourage those who live on/west of Dufferin Street to take the subway and not get into their cars. We need to be creative to encourage those around us to use the TTC.

C: I agree with the last comment, having some sort of path from Dufferin Street would help a lot of people to the subway. If it's indoors, and it plans on expanding that would be great.

5. Next Steps

Tracy reviewed the next steps for the Local Advisory Committee.

Q: Can we get the presentation a day in advance of the meetings?

Action: Yes, for future meetings, materials will be issued in advance.

The meeting was adjourned at 8:30 p.m.

Follow-up Action Items

1. Page numbers to be added to all future materials.
2. City to send a copy of Dufferin Street Secondary Plan by email to LAC members.
3. City to send the links to study website and Oxford's site.
4. Oxford Properties to make available physical 3D models for viewing at next LAC meeting.

Attendees

LAC Members

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

Councillor Office

Brandon Stevens, Councillor Colle's Office

City Staff

Sheikh Alam, Transportation Planning, City Planning
Andrew Au, Transportation Planning, City Planning
Jeffrey Dea, Transportation Services
Dawn Hamilton, Urban Design, City Planning
Tracy Manolakakis, Public Consultation
Guy Matthew, Community Planning, City Planning
Gary Papas, Transportation Services

Minutes taken by: Alysha Archibald