



Yorkdale Transportation Master Plan & Block Master Plan

Local Advisory Committee Meeting #5

Thursday November 18, 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

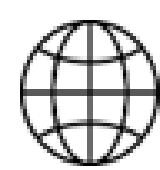
- ✓ Participate in the discussion
- ✓ Keep to the agenda
- ✓ Speak in turn
- ✓ Use the Chat or Hand Up function to indicate that you would like to speak
- ✓ Listen to others
- ✓ Respect differing opinions
- ✓ Mute yourself when not speaking

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

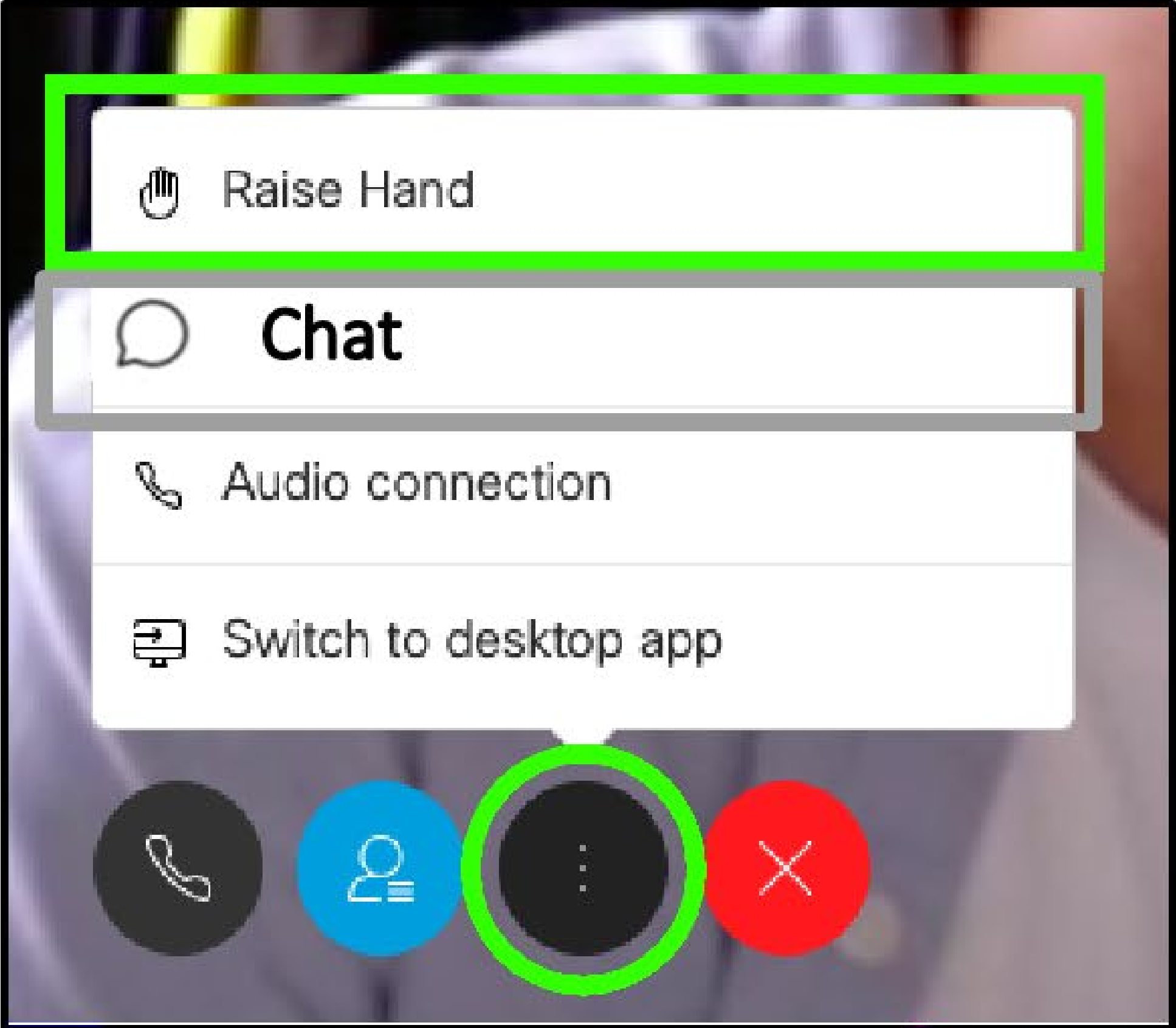
Webex Functions: Computer

IF YOU ARE USING A COMPUTER



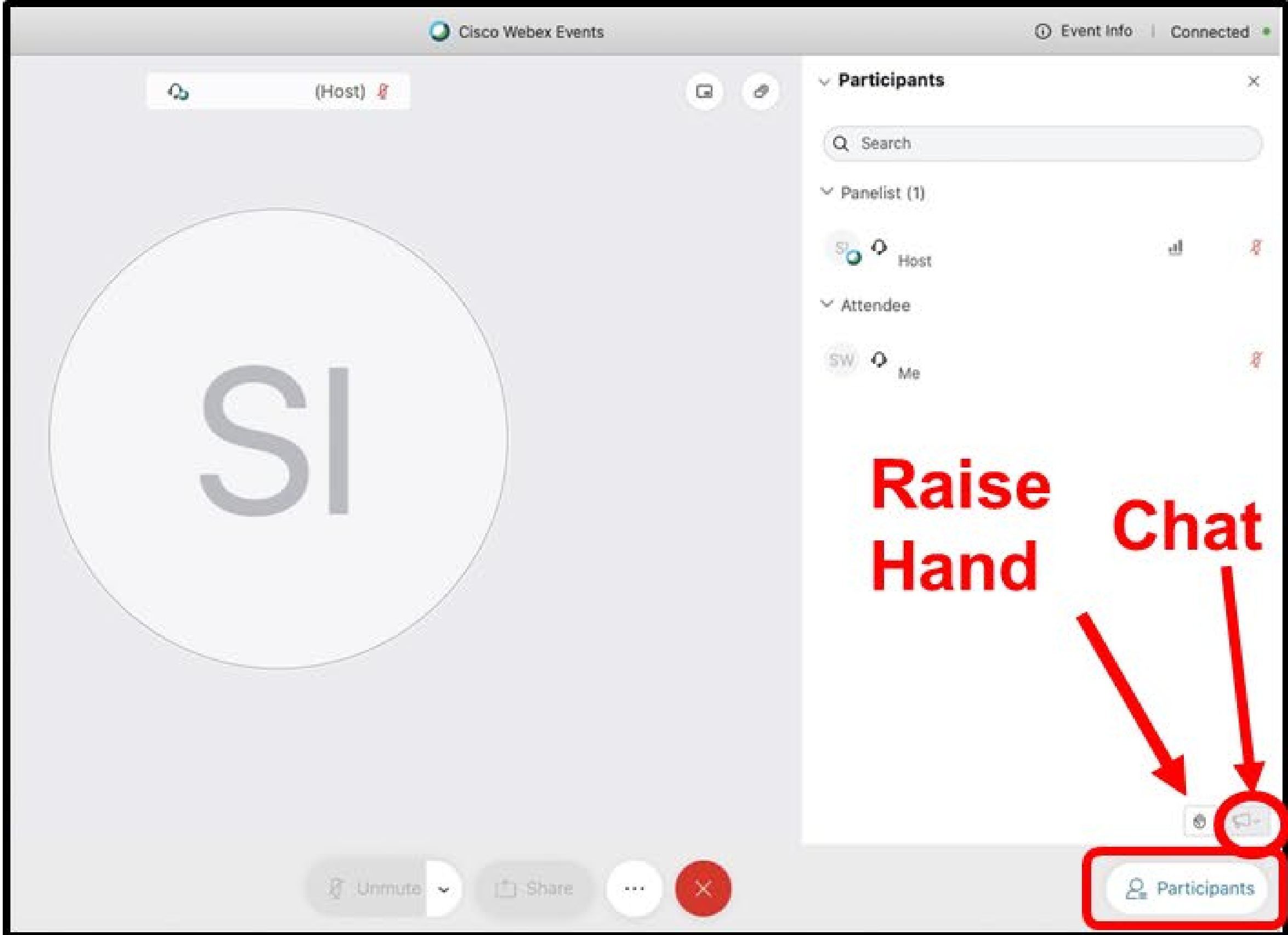
Via the internet browser

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



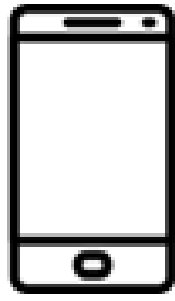
Via the Webex App

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.



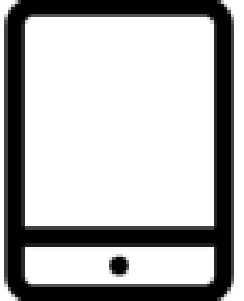
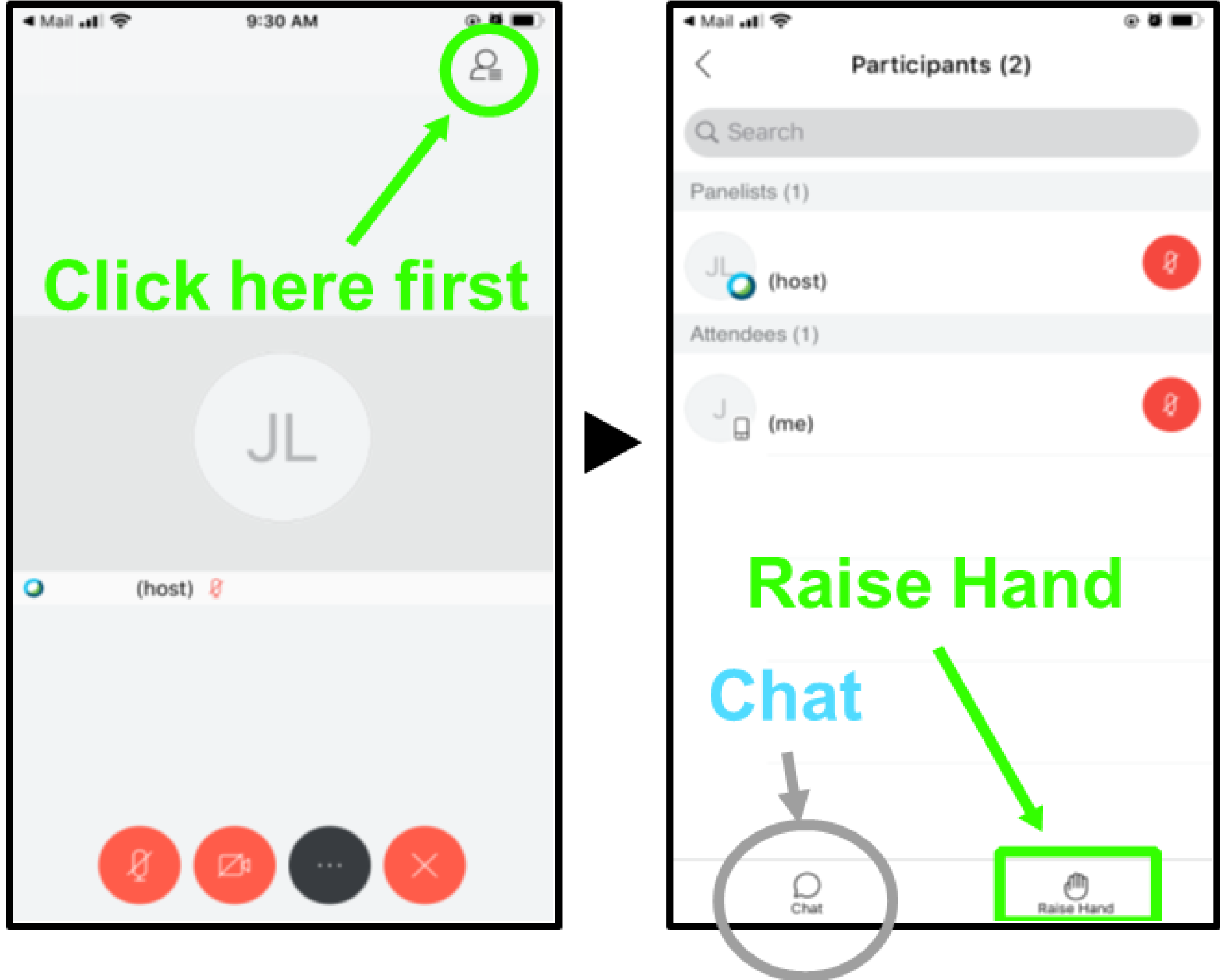
Webex Functions: Smart Phone and Tablet

IF YOU ARE USING A SMARTPHONE OR TABLET



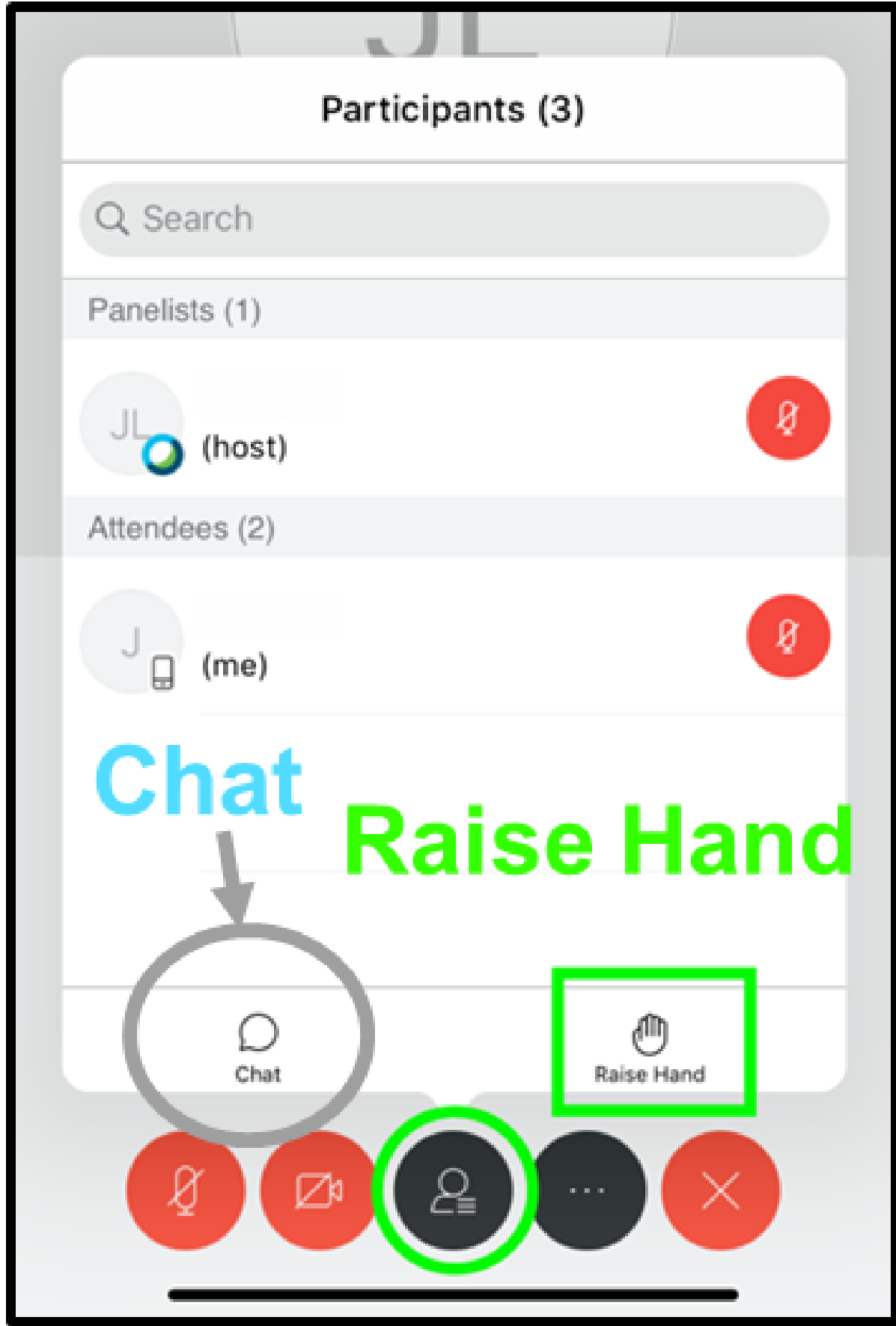
For smartphones

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.



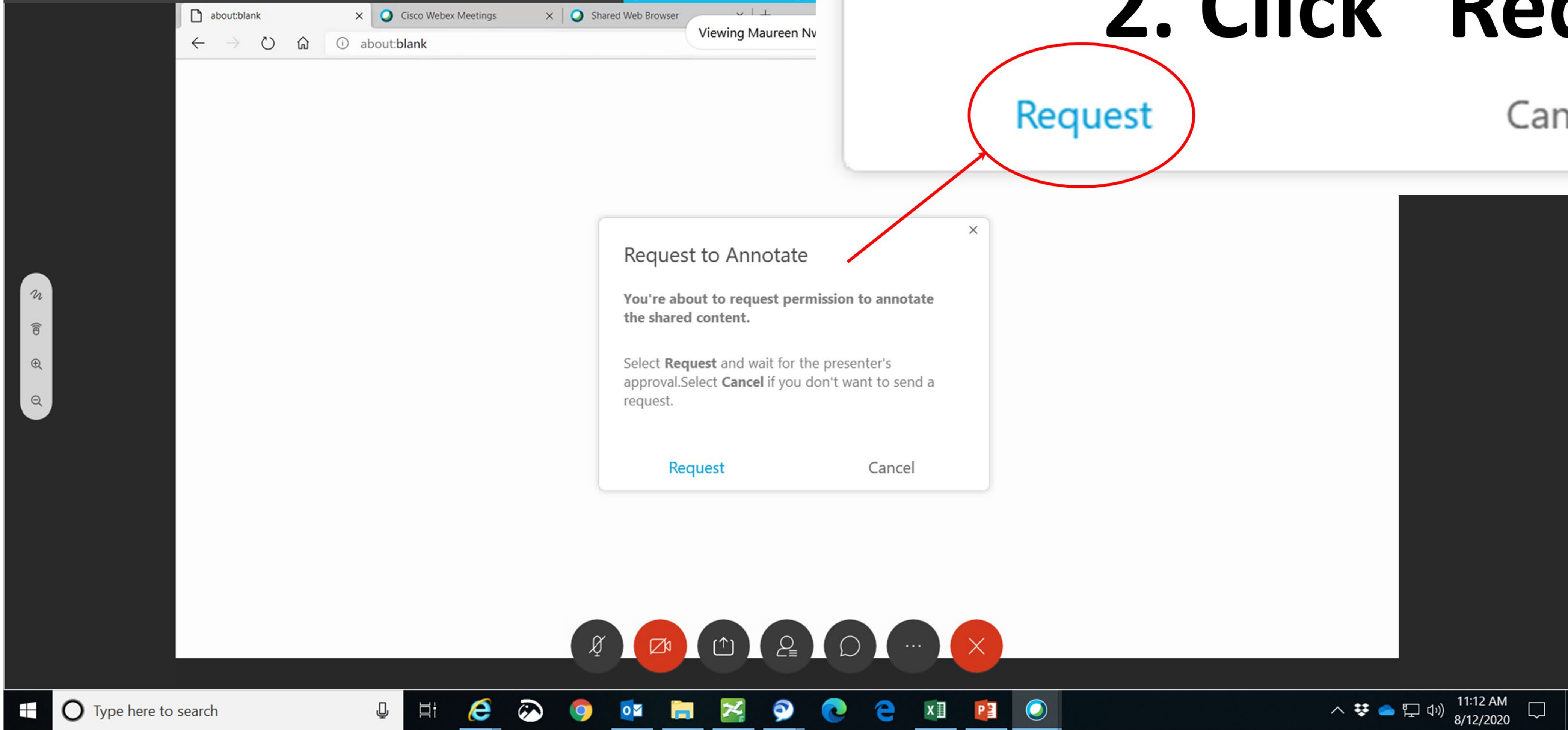
For tablets

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"

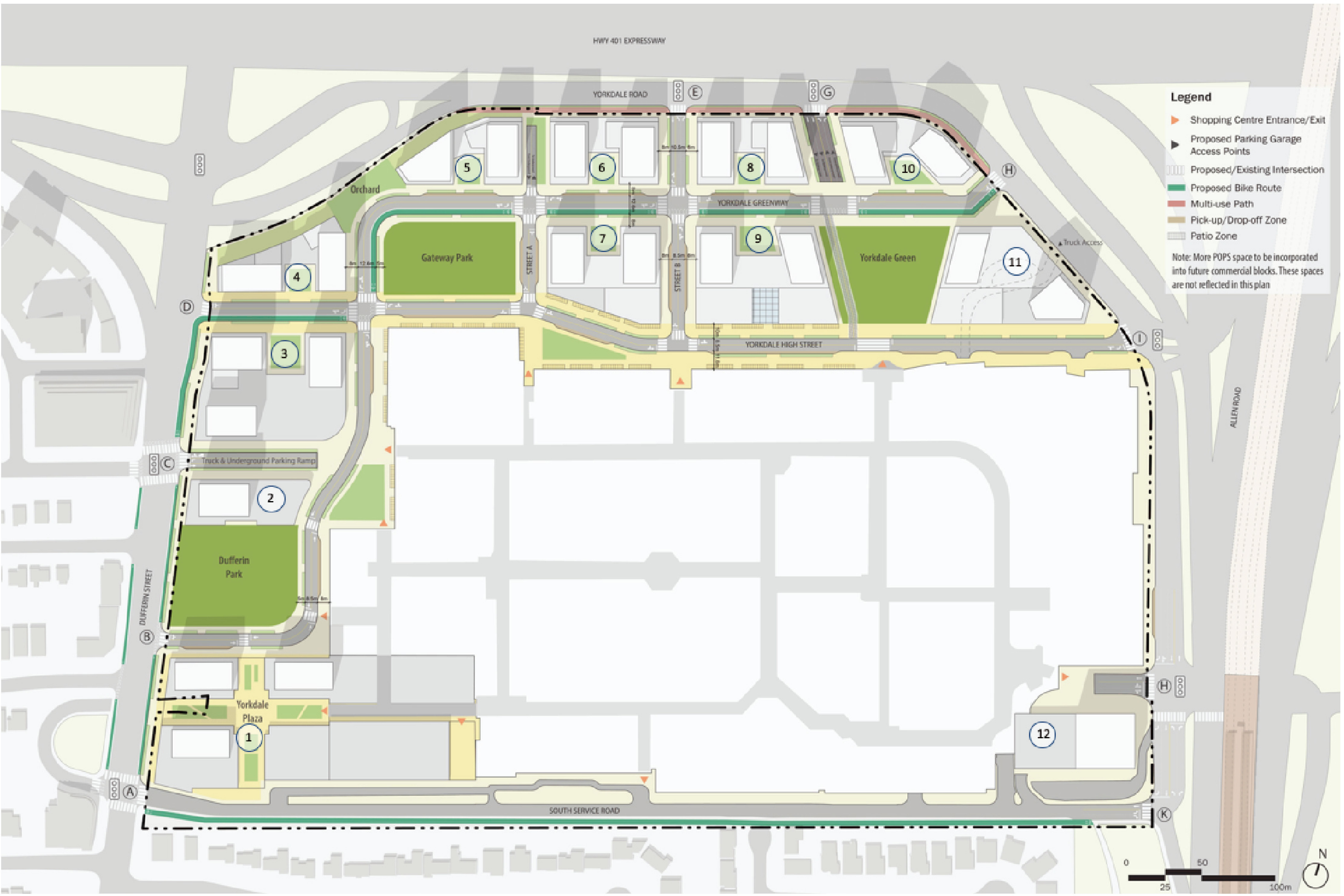
3. The presenter will accept your request

Agenda

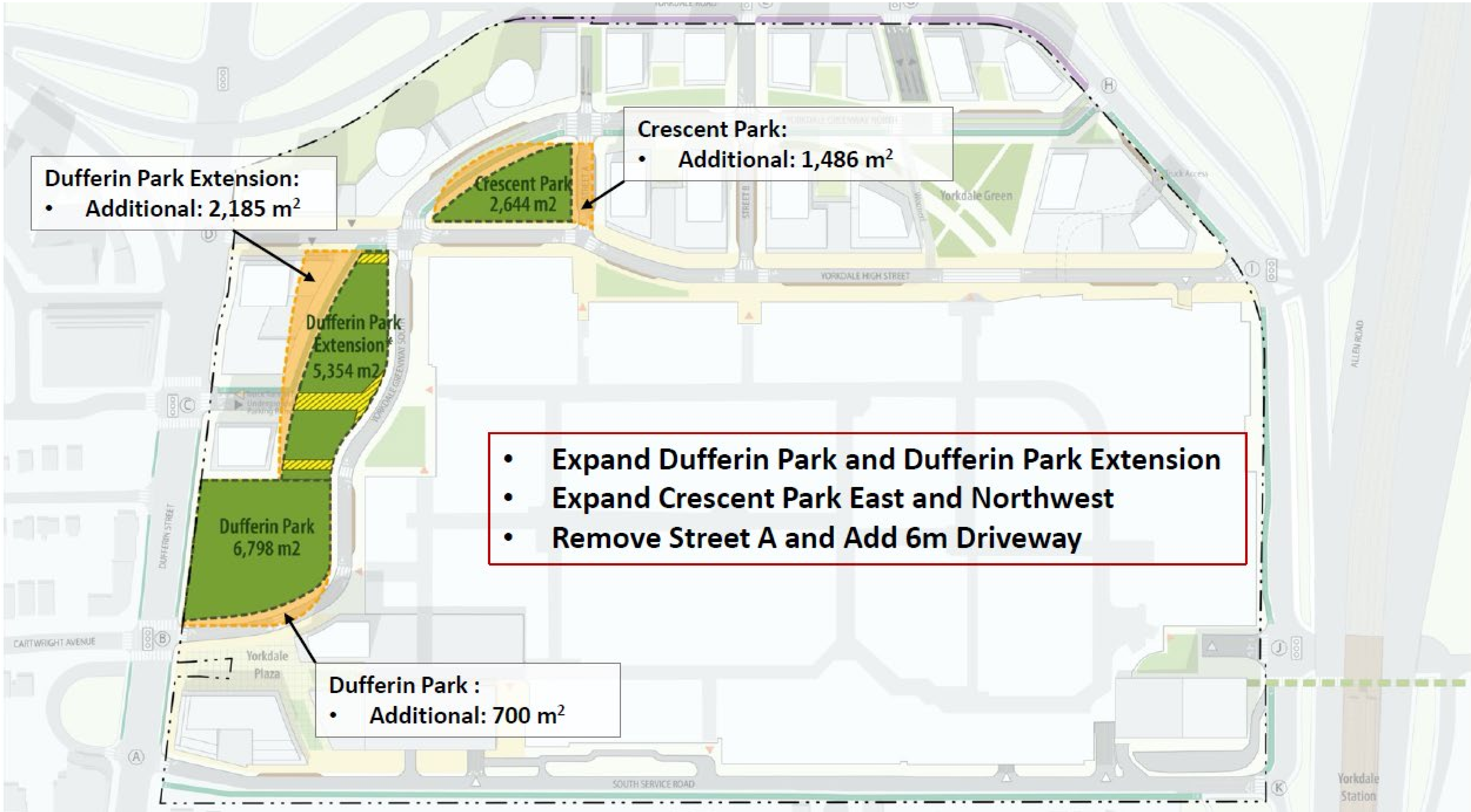
- 6:30 pm **Introductions, Review of Agenda**
- 6:35 pm **Block Master Plan Update**
- 6:45 pm **Overview of Project and Background Information**
- 7:00 pm **Overview of Long-List Solutions and Screening**
- 7:10 pm **Oxford and City of Toronto's Future Development Scenarios**
- 7:20 pm **Detailed Evaluation Criteria**
- 7:30 pm **Detailed Evaluation of Short-List Solutions and Selection of Preferred Solutions**
- 8:15 pm **Questions and Additional Ideas**
- 8:25 pm **Next Steps**
- 8:30 pm **Meeting Adjourns**

Block Master Plan Update

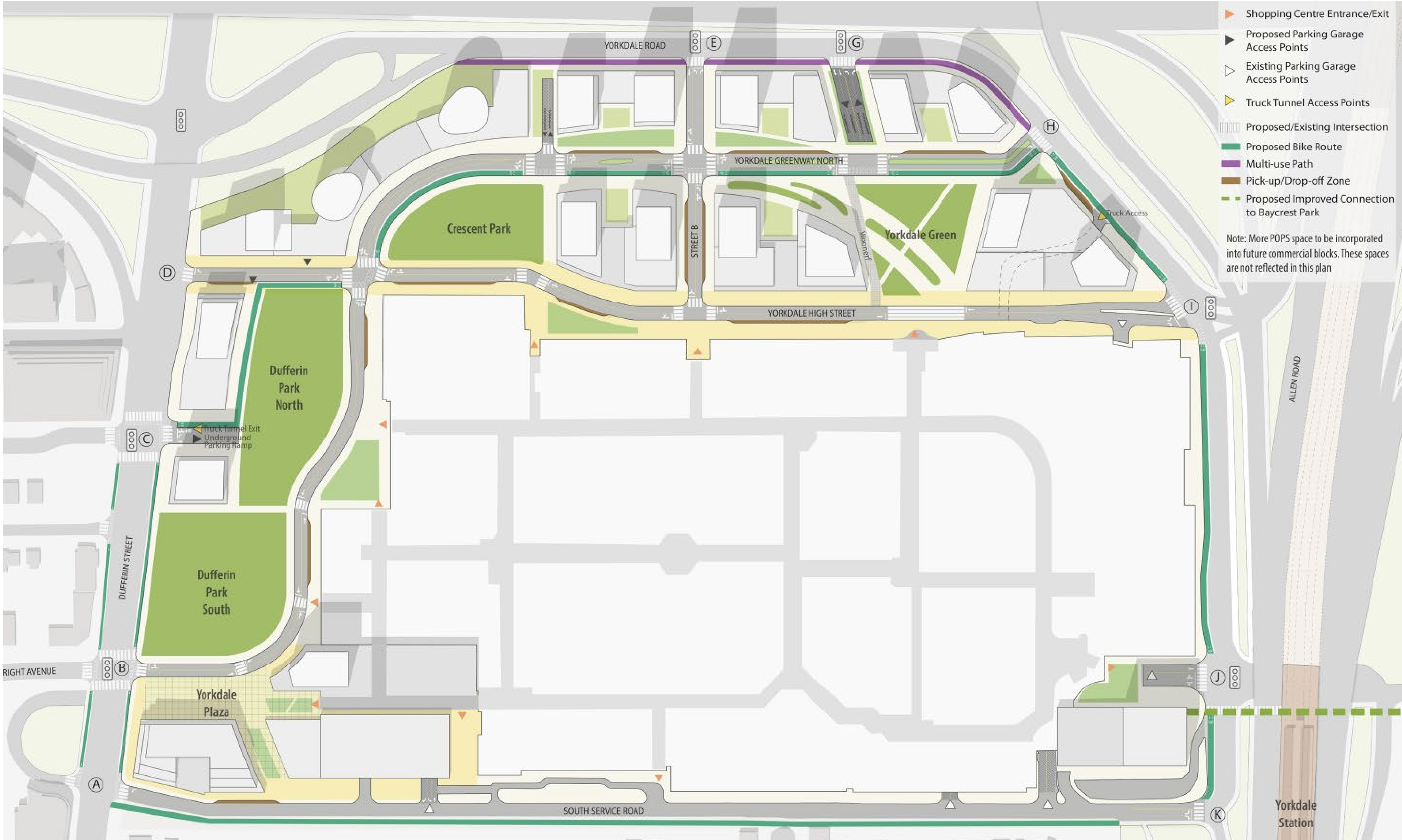
Block Plan – June 2020 Oxford Proposal



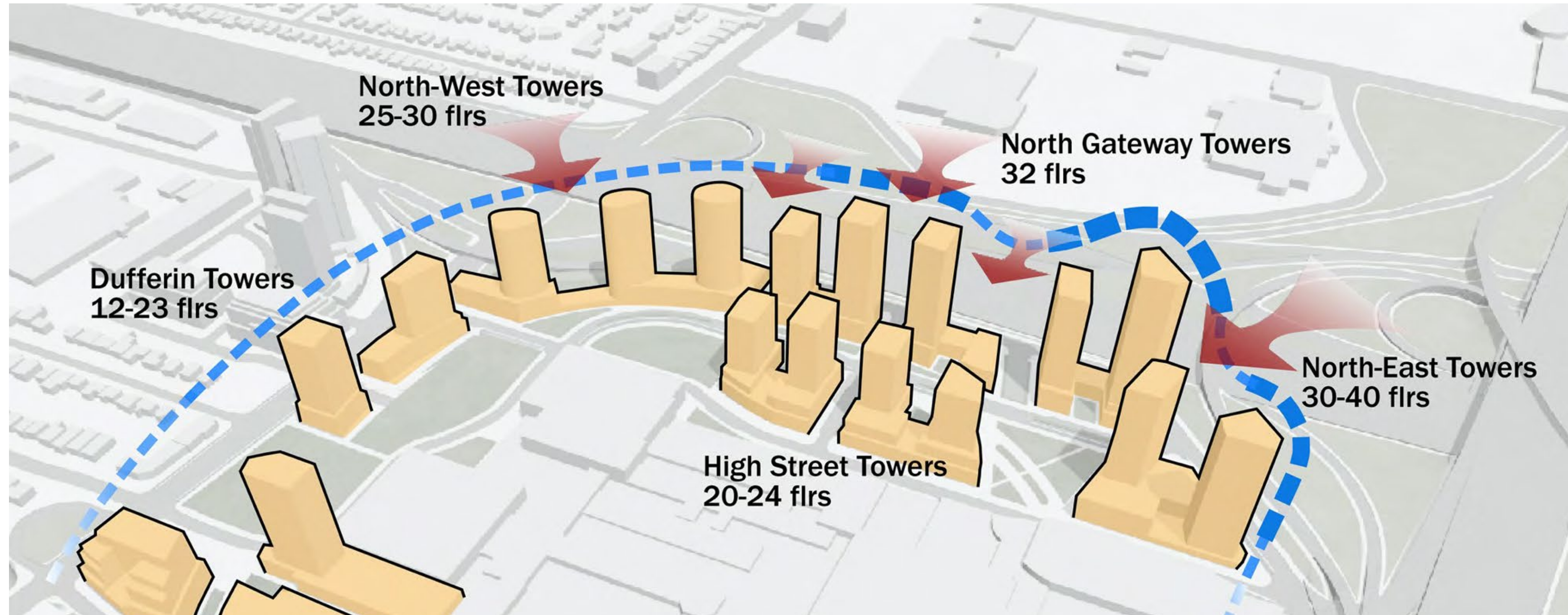
Refined Parkland Dedication



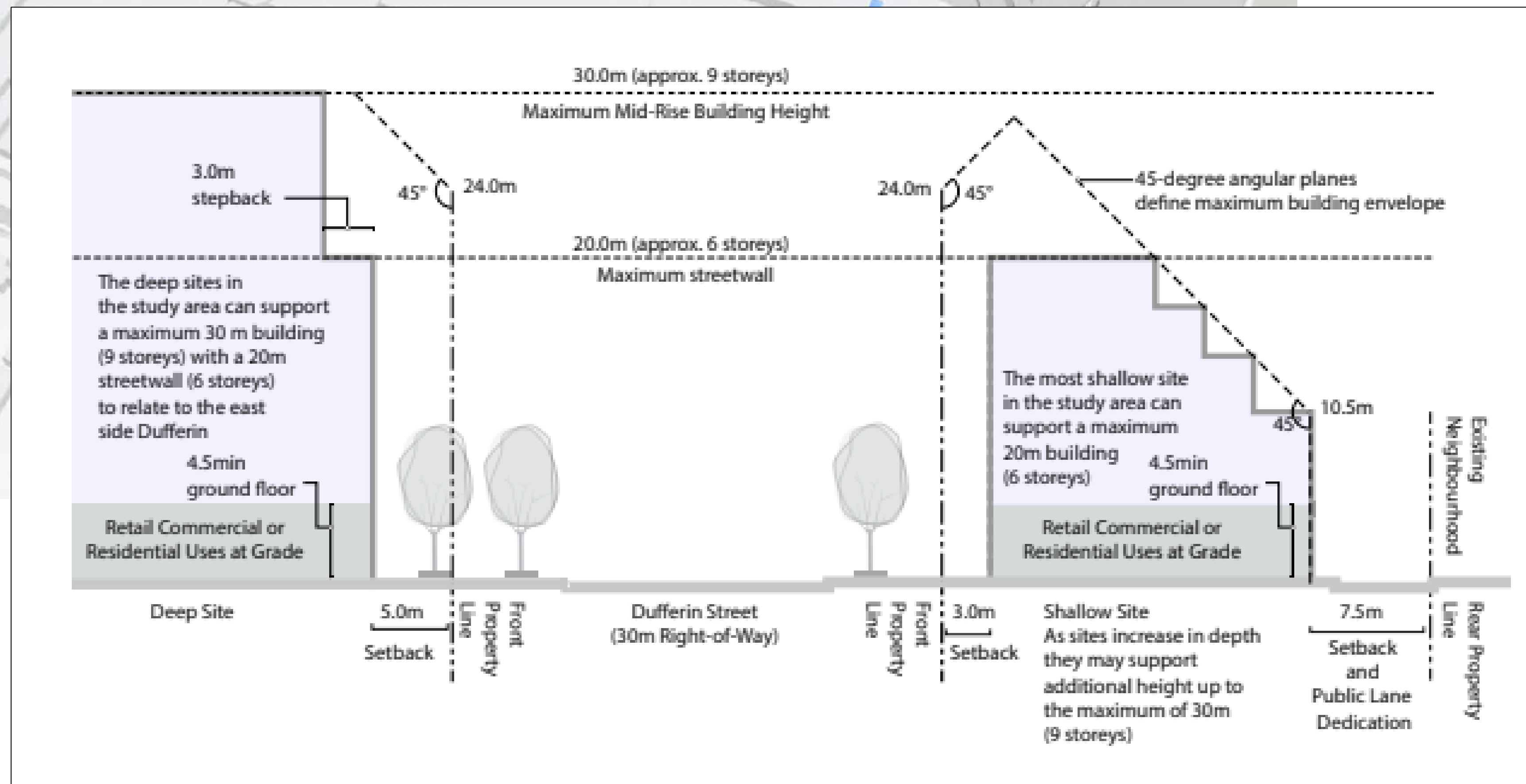
Block Plan - Revised May 2021 Oxford Proposal



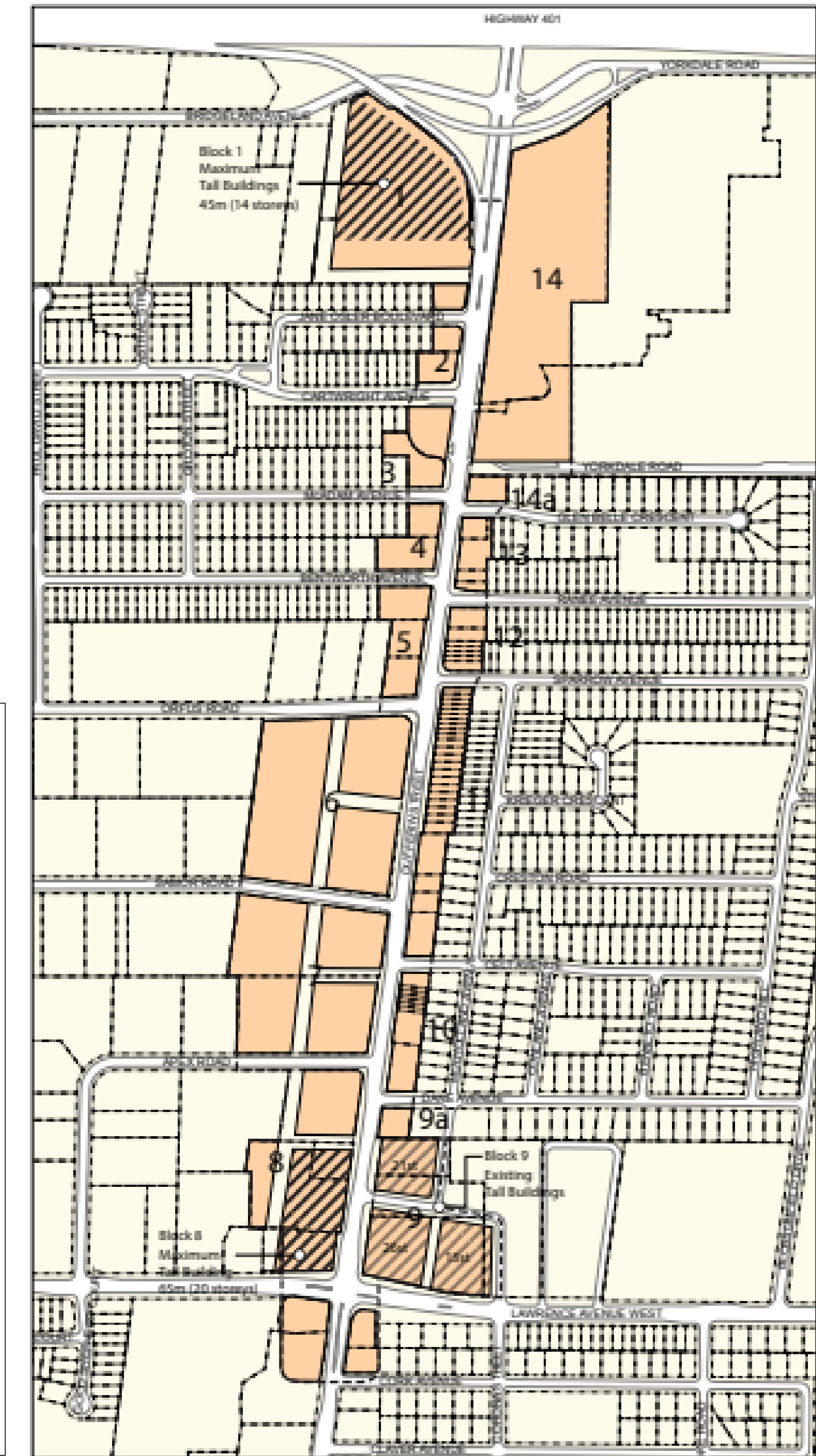
Height and Massing



Oxford's proposed height strategy



Dufferin Street Urban Design Guidelines Street Proportion Diagram



Dufferin St UDG Tall Building Locations

Next Steps

Staff, in conjunction with Oxford, will now work to determine policies to guide things such as:


- Appropriate land use and mix
- Appropriate built form, including base building and overall height
- Public realm
- Streetscape

These policies will be incorporated into a Site and Area Specific Policy for inclusion into the Dufferin Street Secondary Plan.

Questions?

Transportation Master Plan Update

Purpose



The Yorkdale Transportation Master Plan (TMP) will identify transportation programs, policies, and infrastructure that will support the growth identified in the Yorkdale Shopping Centre Block Master Plan, the Lawrence-Allen Secondary Plan, and the Dufferin Street Secondary Plan.

How did we get here?

2011
Lawrence-Allen
Secondary Plan &
TMP completed

2018
Improving Transit
along the Dufferin
Street Corridor

2015
Dufferin Street
Secondary Plan & TMP
completed

2019 – Present
Yorkdale Secondary
Plan & TMP

Study Area

There are two areas under study for the Yorkdale TMP:

Project Focus Area
Addresses the area in which the shopping centre and associated infrastructure are situated

Larger Study Area
Addresses the broader transportation needs of the area



LEGEND

Project Focus Area	Roads / Highways	Parks
Larger Study Area	River	

0 250 Metres

Problems and Opportunities



There are long-term plans for **development** and **growth** at the Yorkdale Shopping Centre and in the surrounding areas that will place **increased demands on the transportation network**.



It is important for the City to 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 patterns** and **poor walking and cycling conditions** 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 Shopping Centre as a transit hub by improving services, operational reliability, and access to TTC and GO Transit



Improve connections to promote walking and cycling

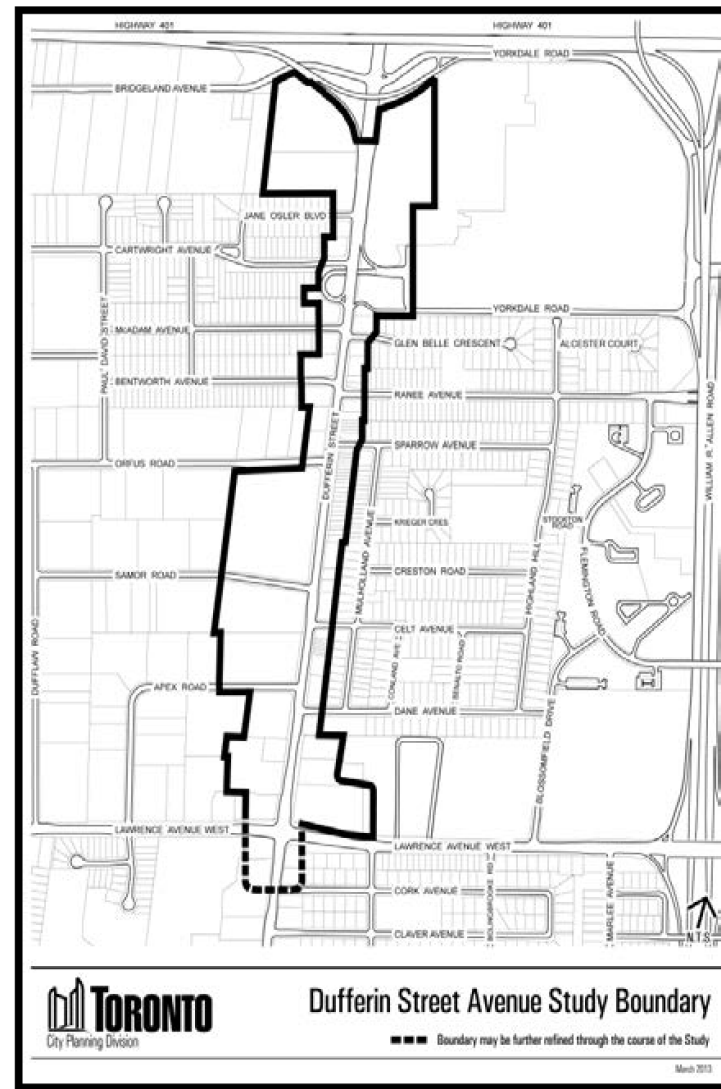


Design streets to safely accommodate all users



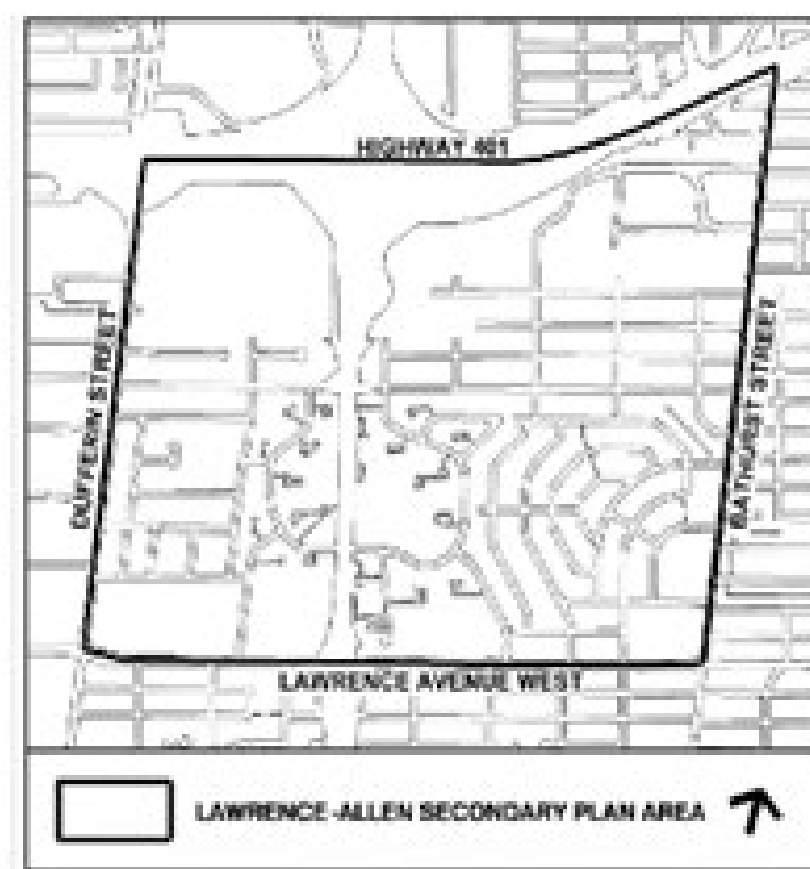
Improve access to/from municipal expressways and provincial highways while having regard for the safety of all users

Area Studies that Influence this TMP



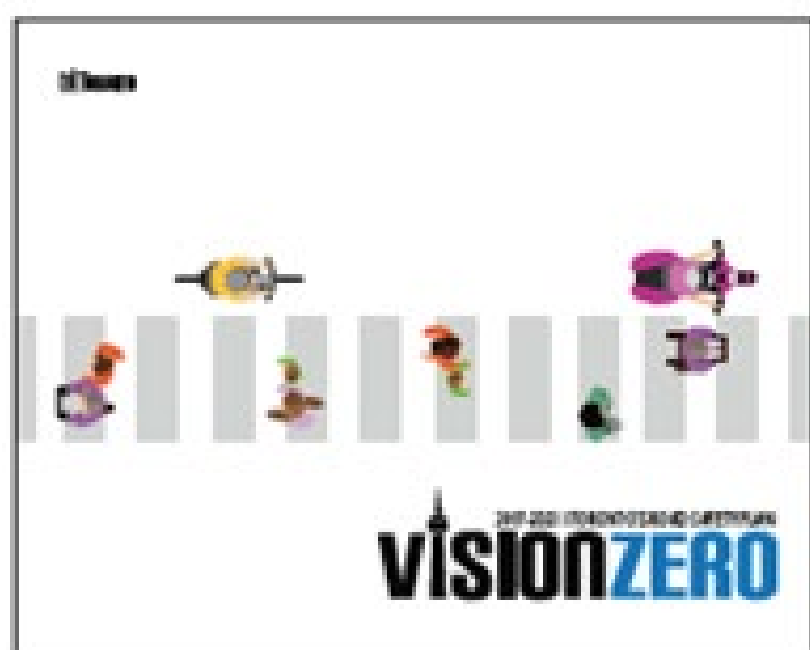
Dufferin Street Secondary Plan & TMP (2015)

The Dufferin Street Secondary Plan sets out a planning framework for potential redevelopment of the Dufferin Street Secondary Plan Area (along Dufferin Street, from Highway 401 to south of Lawrence Avenue West). The Plan includes policies on land use, built form, the public realm, mobility, infrastructure and community services and facilities, and serves as a blueprint for future growth.



Lawrence-Allen Secondary Plan & TMP (2011)

The Lawrence-Allen Secondary Plan is a planning framework to guide growth and change in the Lawrence Heights neighbourhood over the next twenty years. The Plan describes a mixed-income, mixed-use neighbourhood which is park-centred, transit-supportive, and well integrated with the broader city. It lays out a new physical plan including new streets and parks, development blocks, and school and community facility sites.



Vision Zero

Vision Zero is a five-year (2017 – 2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The Plan addresses safety for the most vulnerable users of our transportation system – pedestrians, school children, older adults and cyclists.



Cycling Network Plan

On June 9, 2016, Council approved the Ten-year Cycling Network Plan to connect, grow and renew infrastructure for Toronto's cycling routes over the next 10 years, and in July 2019, Council approved the Cycling Network Plan Update.



Complete Streets

Complete Streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities and stormwater management. The Toronto Complete Streets Guidelines should be considered in all City street design projects.



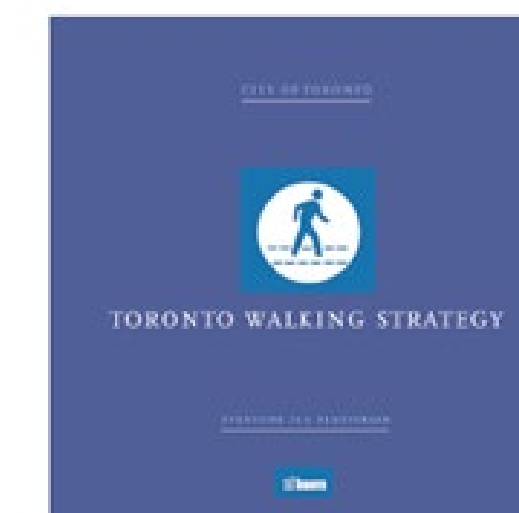
Accessibility

Design guides to facilitate better design for those with different mobility needs.



Green Streets

Green Streets is a new approach to increase the functionality of City streets to help manage stormwater (rain and melted snow), improve air quality, increase biodiversity and enhance and beautify the public realm. A Green Street incorporates green infrastructure which includes elements such as street trees, green walls and low impact stormwater management infrastructure.



Walking Strategy

The Toronto Walking Strategy was adopted to make Toronto a great walking city including policy, infrastructure and programming to create a rich culture of walking in Toronto.

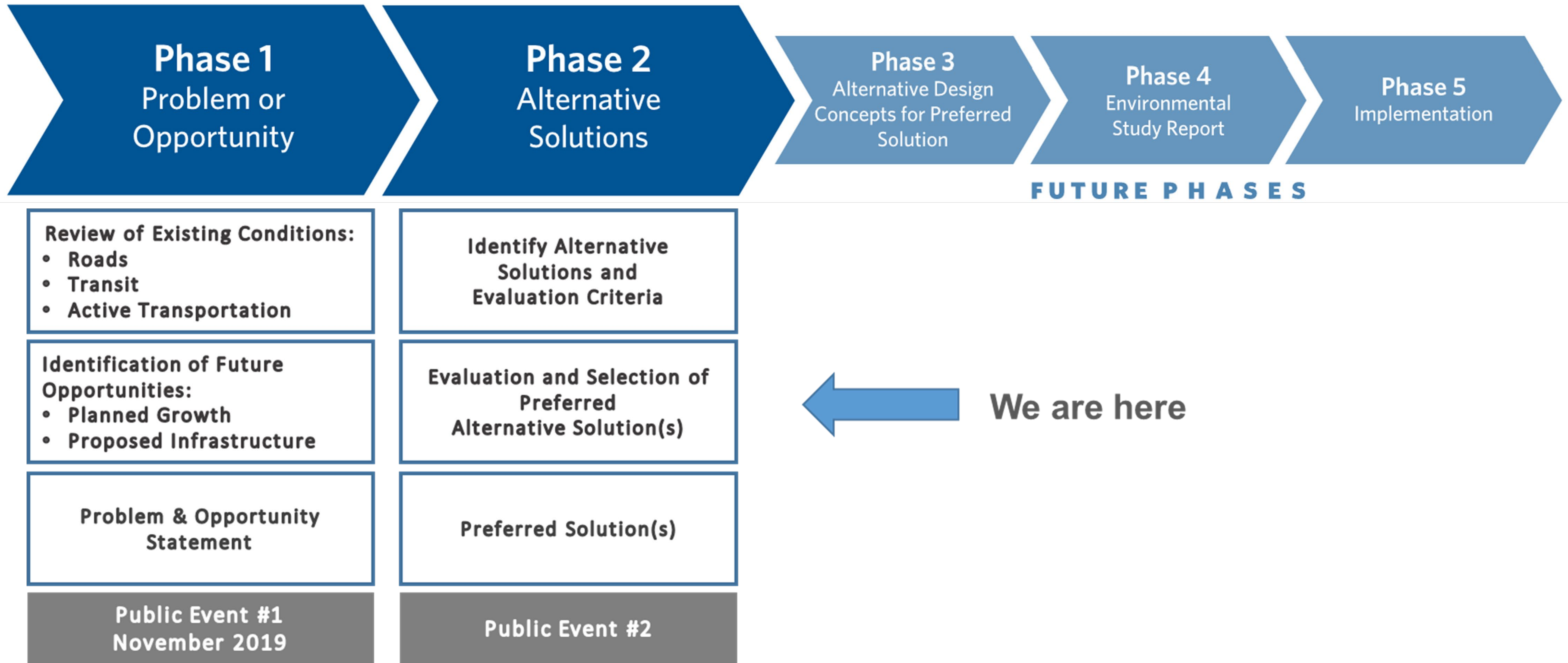


Improving Transit along the Dufferin Corridor (2018)

Also referred to as TTC's Surface Transit Operational Improvement Study (STOIS), this study plans to review high ridership in low reliability corridors. The study will identify and recommend transit priority measures for intersections with high delays. Low reliability corridors are evaluated on travel speeds, movement delays, and congestion. The corridors that will be studied in phases 1 and 2 include Bathurst, Dufferin, Keele, Wilson and York Mills/Ellesmere.

Transportation Master Plan Study Process

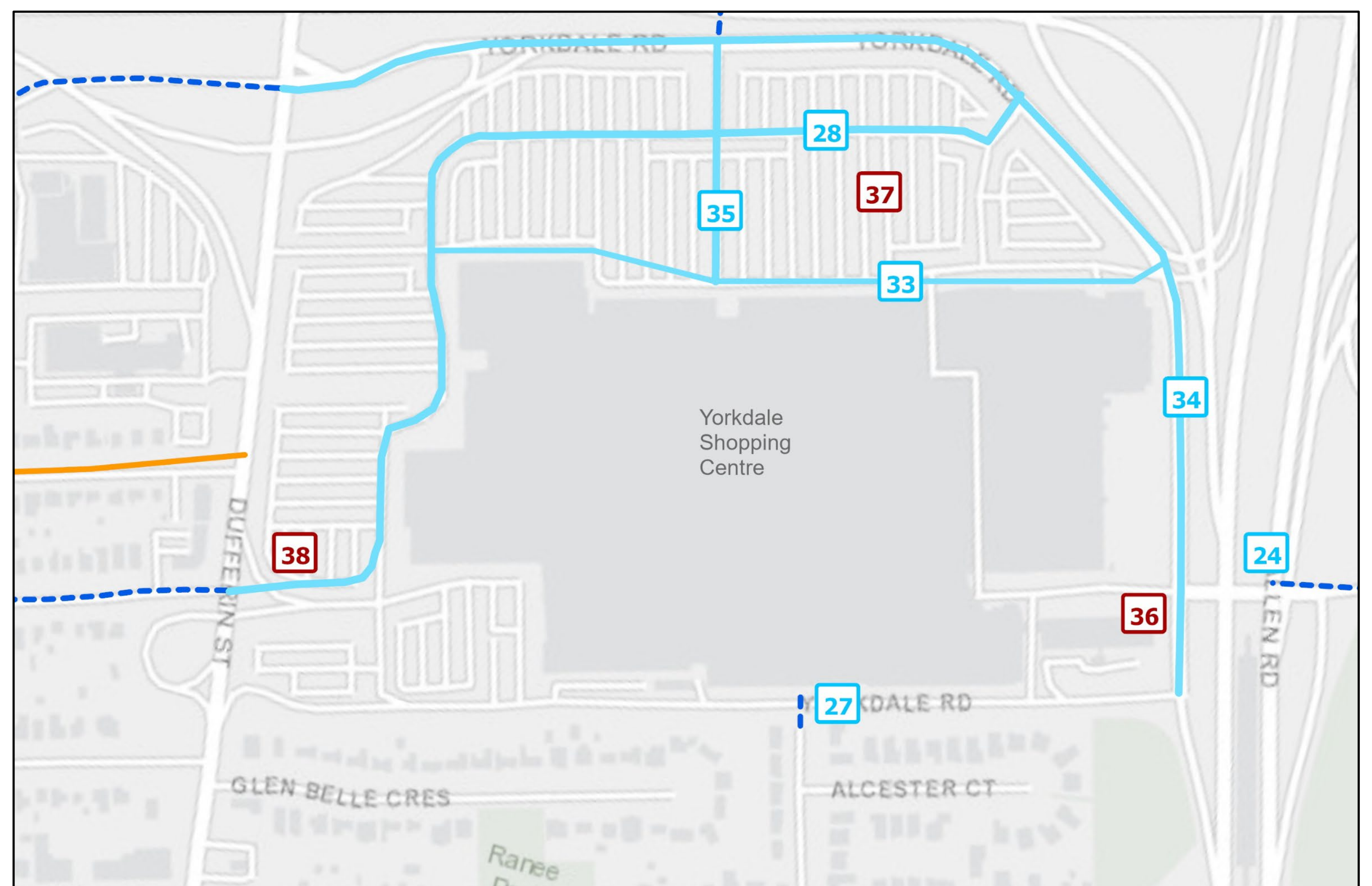
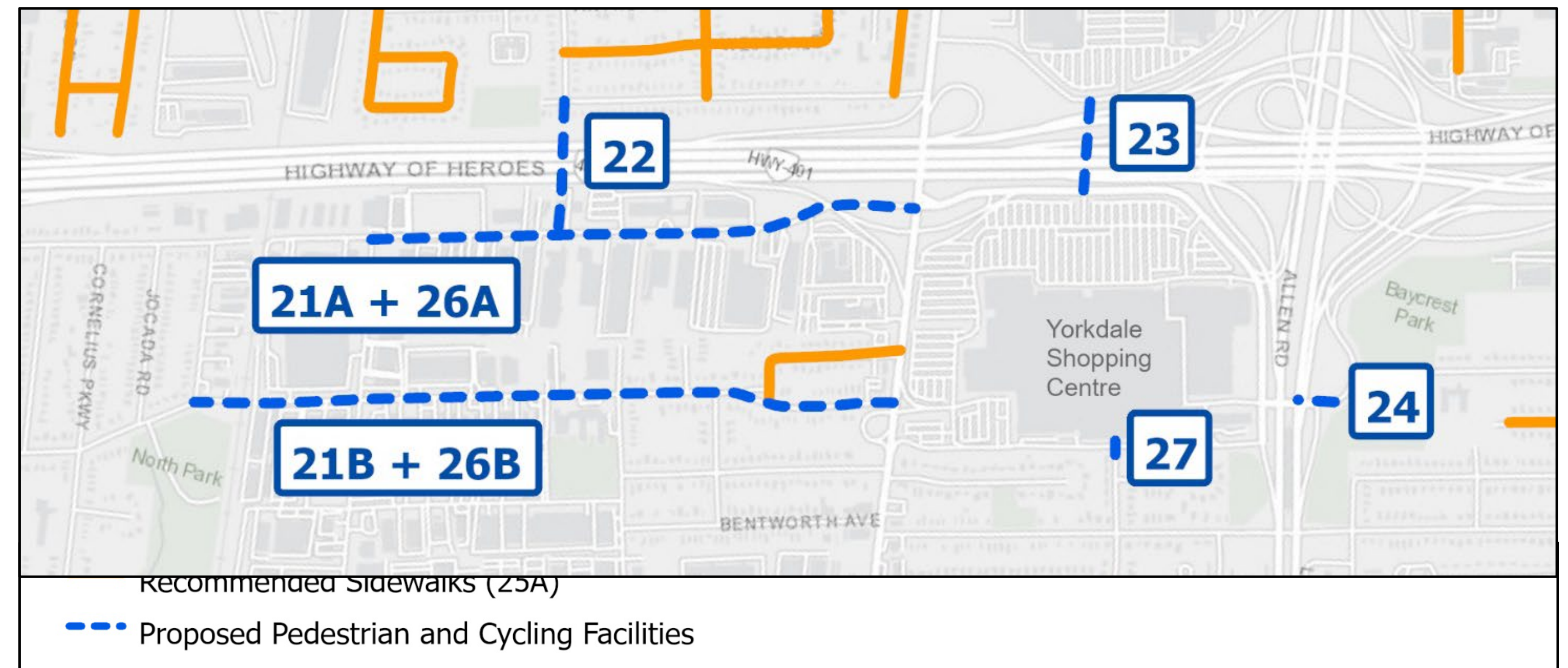
The Yorkdale Transportation Master Plan will follow the Municipal Class Environmental process. A Transportation Master Plan creates a framework for planning a range of infrastructure projects (e.g., roads, bridges, sidewalks) that may be implemented over a period of time. Public consultation is a key component of the study process, with many opportunities to share feedback as the study advances. Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Municipal Environmental Assessment process.



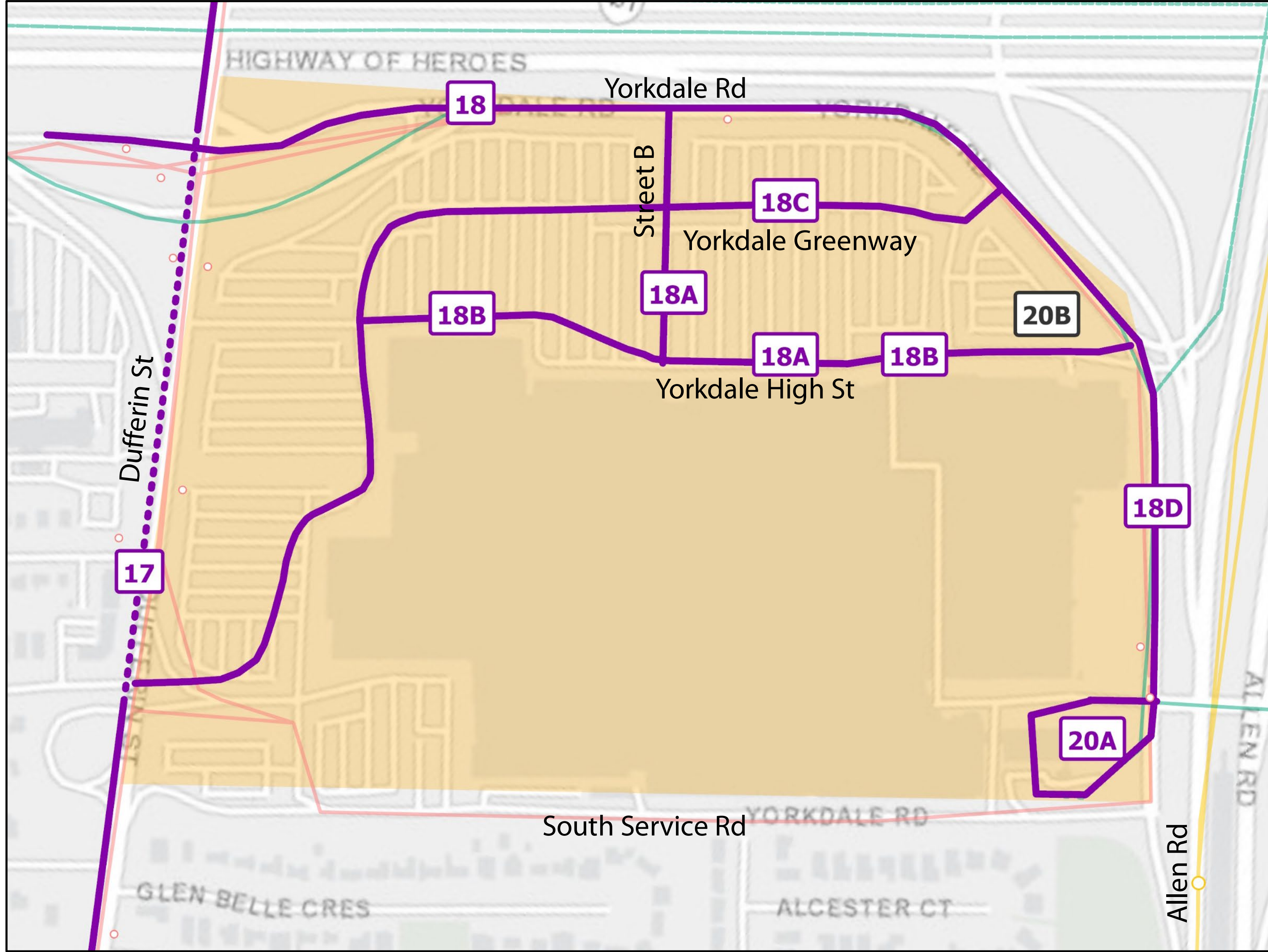
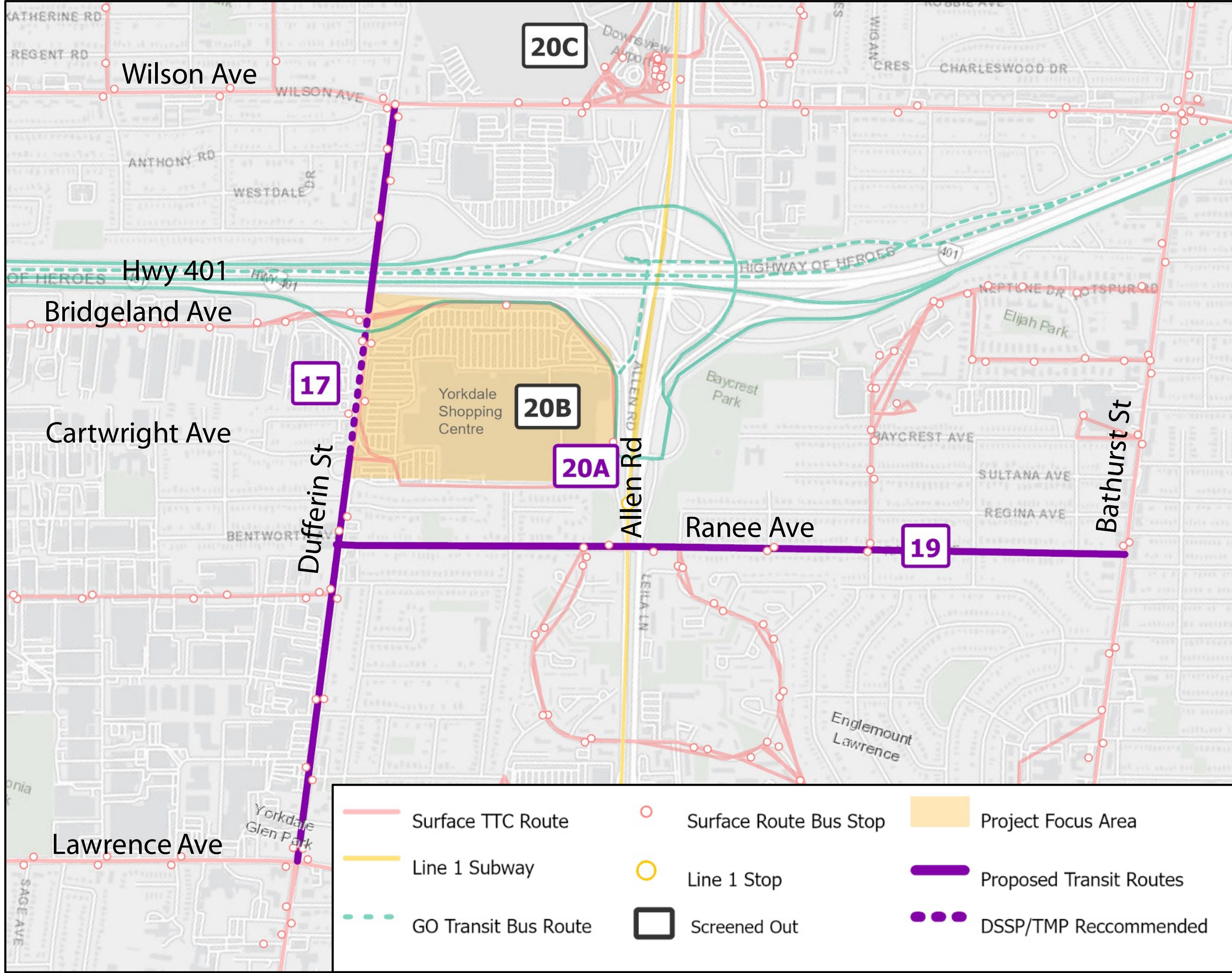
Recap of Long List Solutions

Long-List Pedestrian and Cycling Solutions Screening

No.	Description	Carried Forward
21A	Pedestrian and Cycling Bridge (east-west) over Barrie GO Rail Corridor Connecting Floral Pkwy to Bridgeland Ave	✓
21B	Pedestrian and Cycling Bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Rd to Cartwright Ave	✓
22	Pedestrian and Cycling Bridge (north south) Bridgeland Ave to Whitley Ave/Northgate Dr (at Anthony Rd School Park)	✓
23	Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way	✓
24	Baycrest Park Pedestrian / Cycling Switchback Ramp/Stairs	✓
25A	Add sidewalks to local roads with no sidewalks	✓
25B	Complete roads with sidewalk on both sides for existing and new public local roads	✗
26A	Continuation of Pedestrian and Cycling Facilities from 21A along Bridgeland Avenue	✓ *if 21A and 22 are carried forward
26B	Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue	✓ *if 21B is carried forward
27	North-South Access on Highland Hill	✓
28	East-west Cycling facilities on Yorkdale Greenway	✓
33	East-west Cycling facilities on Yorkdale High St	✓
34	Cycling facilities on Yorkdale Rd	✓
35	North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Rd to Yorkdale High Street	✓
36	Large scale mobility hub – rideshare and bikeshare (GO Bus Terminal)	✓
37	Small scale mobility hub – Bike Share (Yorkdale Green)	✓
38	Small scale mobility hub – Bike Share (Dufferin Park)	✓



Long-List Transit Solutions Screening



No.	Description	Carried Forward
17	Dufferin St Transit Priority (Transit/HOV Lane) – from Dufferin St Secondary Plan	✓
18A	Two-way service on Yorkdale Rd – Yorkdale High St to Street B	✓
18B	Two-way service on Yorkdale Rd – Yorkdale High St to Dufferin St	✓
18C	Two-way service on Yorkdale Rd – Yorkdale Greenway to Street B	✓
18D	Two-way service on Yorkdale Rd – Yorkdale Rd with turnaround at Yorkdale GO	✓

No.	Description	Carried Forward
19	Expanded Transit Service along Rane Ave (connecting Dufferin St to Bathurst St)	✓
20A	Retention and expansion of the GO Bus Terminal	✓
20B	Relocation of the GO Bus Terminal within Yorkdale	✗
20C	Relocation of the GO Bus Terminal off site	✗

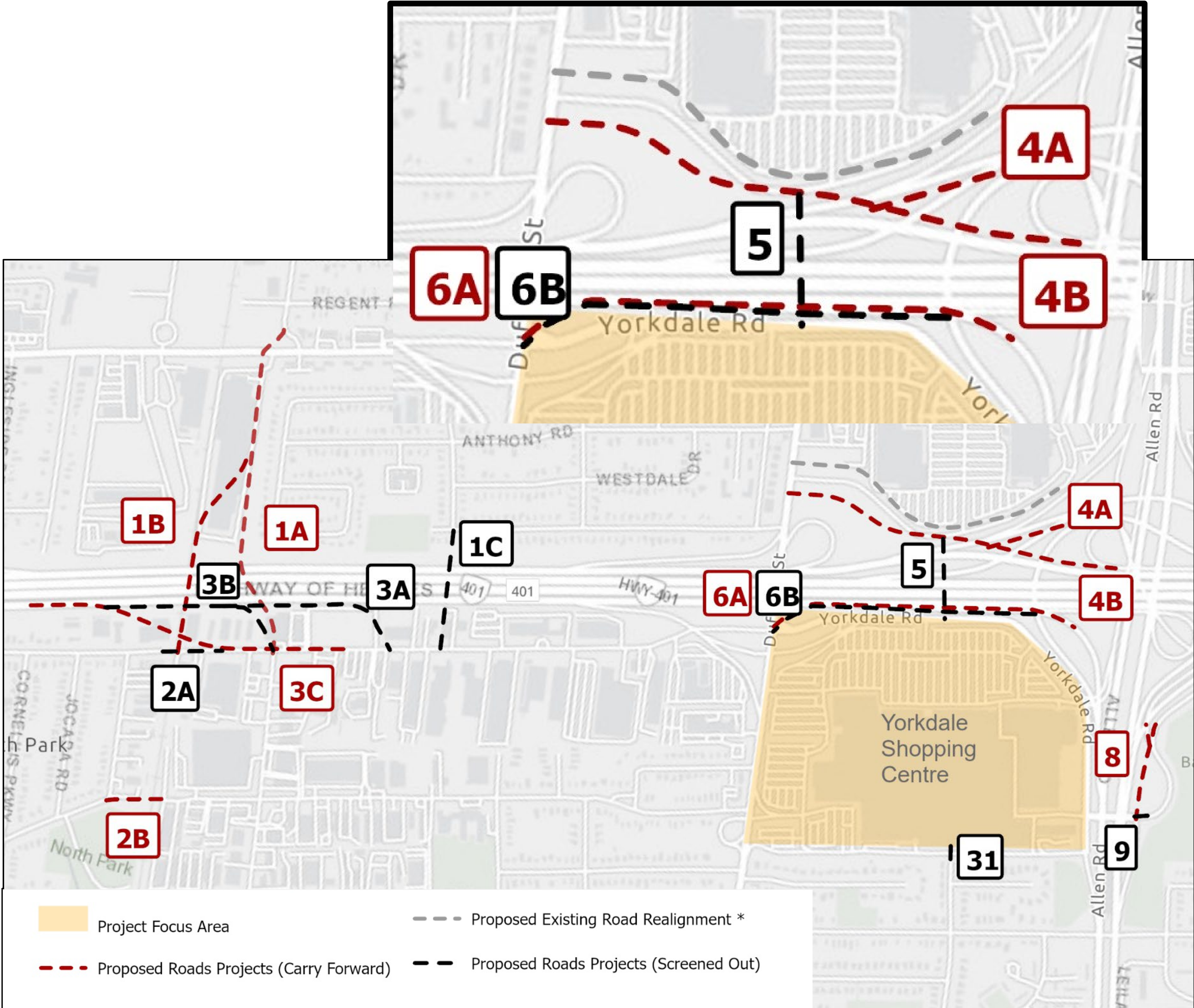
Long-List Road Intersection Solutions Screening

No.	Description	Carried Forward
10	Allow Southbound Left turn for all vehicles at the intersection of Dufferin St/Bridgeland Ave	✓
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	Unsignalized separate truck access	✓
13A	Do Nothing at McAdam Loop	✓
13B	Street level 4-leg signalized intersection at Cartwright Ave with no McAdam Loop ramp	✓
13C	Street level 3-leg signalized intersection	✗
13D	street level 4-leg signalized intersection at South Service Rd	✗
13E	Maintain inbound and outbound access to McAdam Loop and signalized intersection at South Service Rd	✓
13F	Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Ave / Yorkdale mall access	✓
14	New signalized full access to Parking garage	✓
15	New unsignalized access on Yorkdale Rd (Yorkdale Greenway connecting to Dufferin St)	✓
16	Contra-flow southbound left-turn on Yorkdale Road	✓
32A	401 EB off-ramp to Dufferin St – Retain Southbound Curb Lane for Transit / HOV	✓
32B	401 EB off-ramp to Dufferin St - closed curb lane north of ramp	✓



Long-List Road Infrastructure Solutions Screening

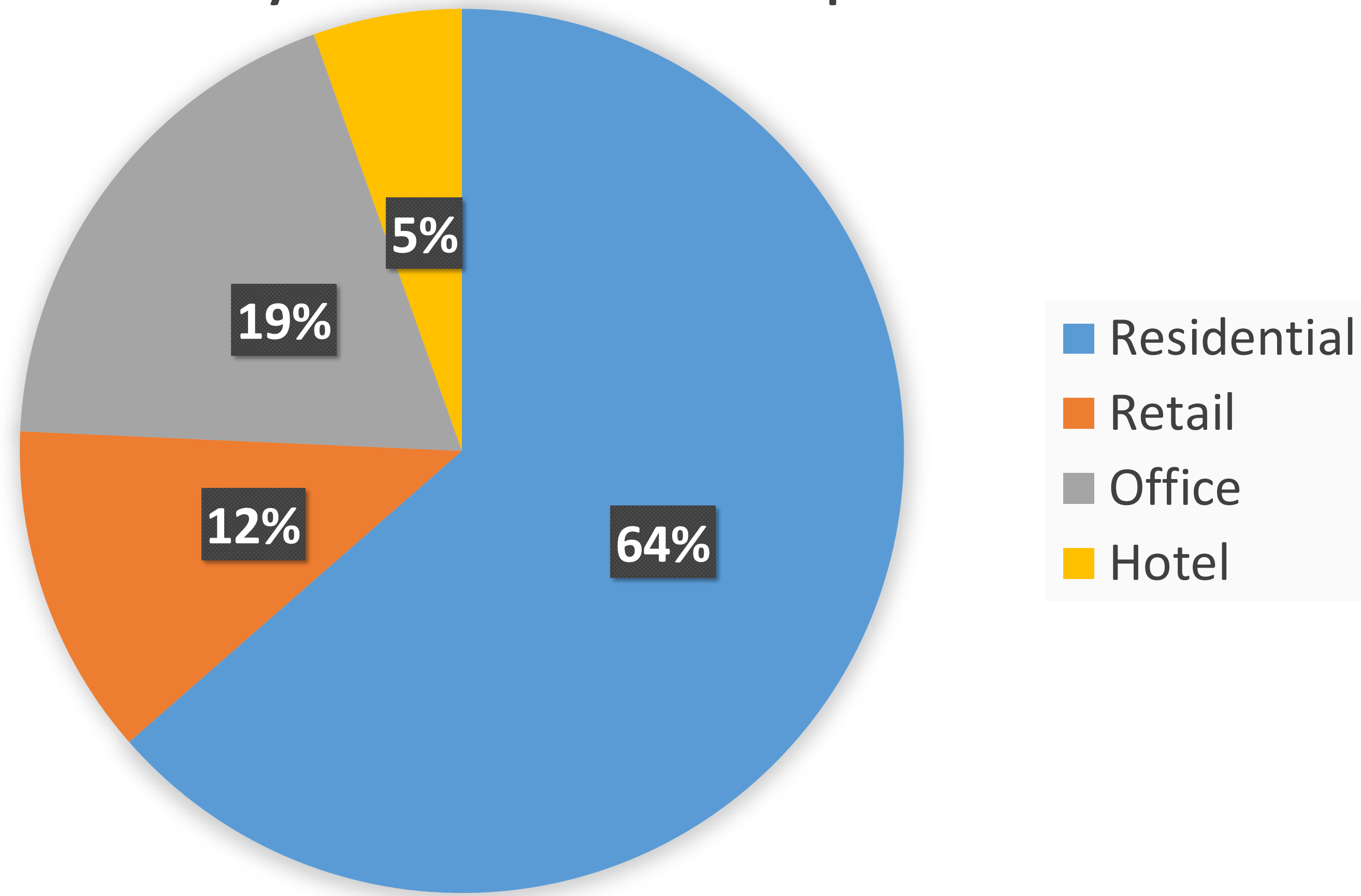
No.	Description	Carried Forward
1A	Caledonia Road Extension Under Highway 401	✓
1B	Extension Under Highway 401 to Bridgeland	✓
1C	New Road Crossing Hwy 401 - Bridgeland Ave to Northgate Dr (Alternative option to 1A and 1B)	✗
2A	New Road Crossing Barrie GO Rail Corridor - Floral Pkwy to Bridgeland Ave	✗
2B	East-West Road Connection Rustic Avenue to Cartwright Avenue	✓
3A	New Highway 401 EB off-ramp to Bridgeland Ave	✗
3B	New Off-Ramp - Highway 401 EB to Bridgeland Ave at Caledonia Rd	✗
3C	New Highway 401 EB Off-Ramp to Bridgeland Avenue	✓
4A	Highway 401 WB Off-Ramp to Dufferin Street	✓
4B	Highway 401 WB Off-Ramp to Dufferin Street	✓
5	New Road – Yorkdale Rd to Billy Bishop Rd crossing Hwy 401	✗
6A	New On-Ramp - Dufferin St NB to Highway 401 EB Collector. Option for roundabout with 5-legged intersection or signalized intersection with 4 legs	✓
6B	New On-Ramp - Dufferin St to Highway 401 (Alternative Option to new On-Ramp 6A)	✗
8	Modified On-Ramp to NB Allen Rd, WB Highway 401, and EB Highway 401	✓
9	Yorkdale Rd Extension -Existing eastern limit (TTC entrance) to Varna Rd extension	✗
31	New Road - North-South Access on Highland Hill	✗



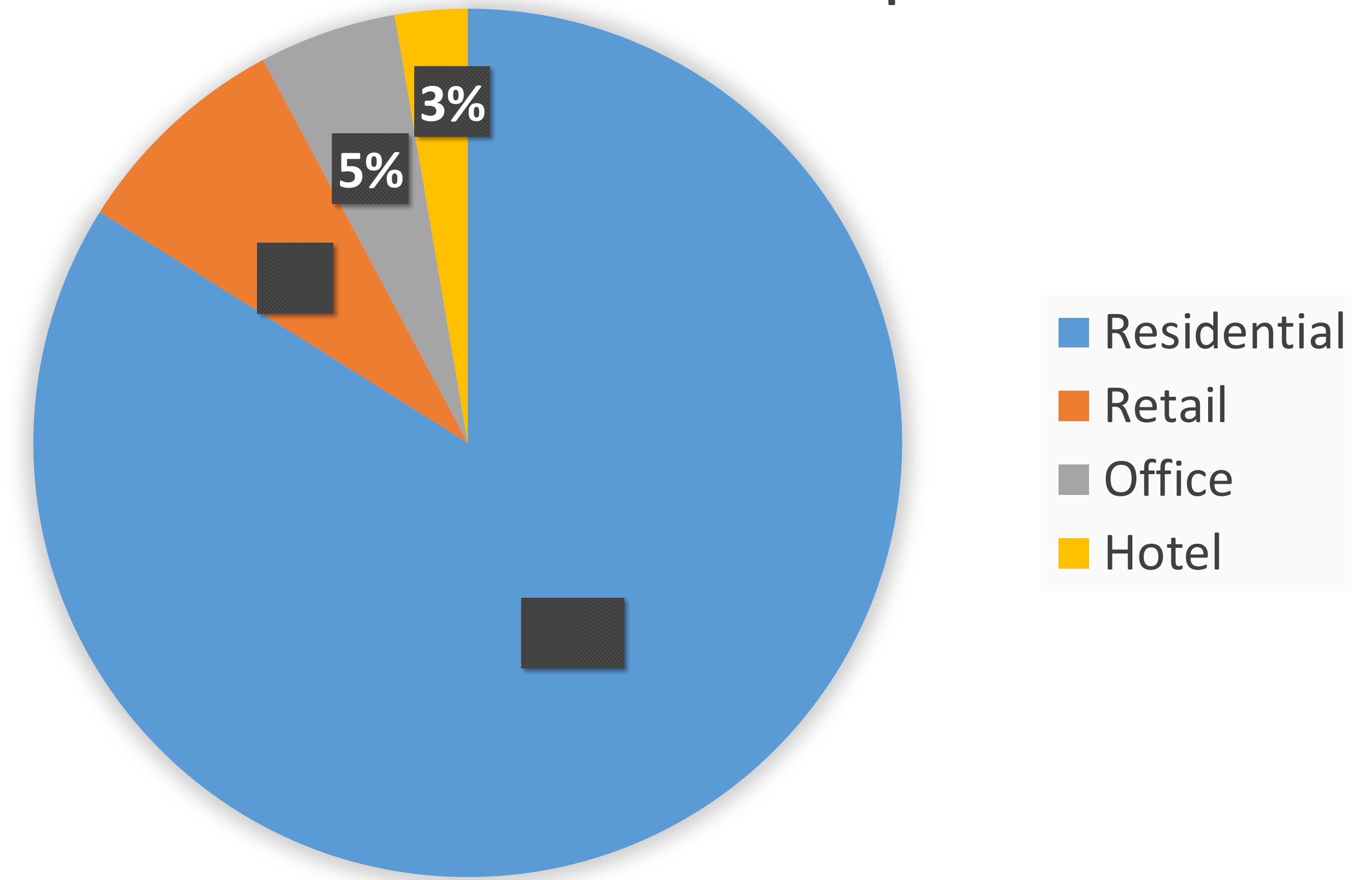
Land Use Assumptions

Yorkdale Expansion – Two Land Use Assumptions

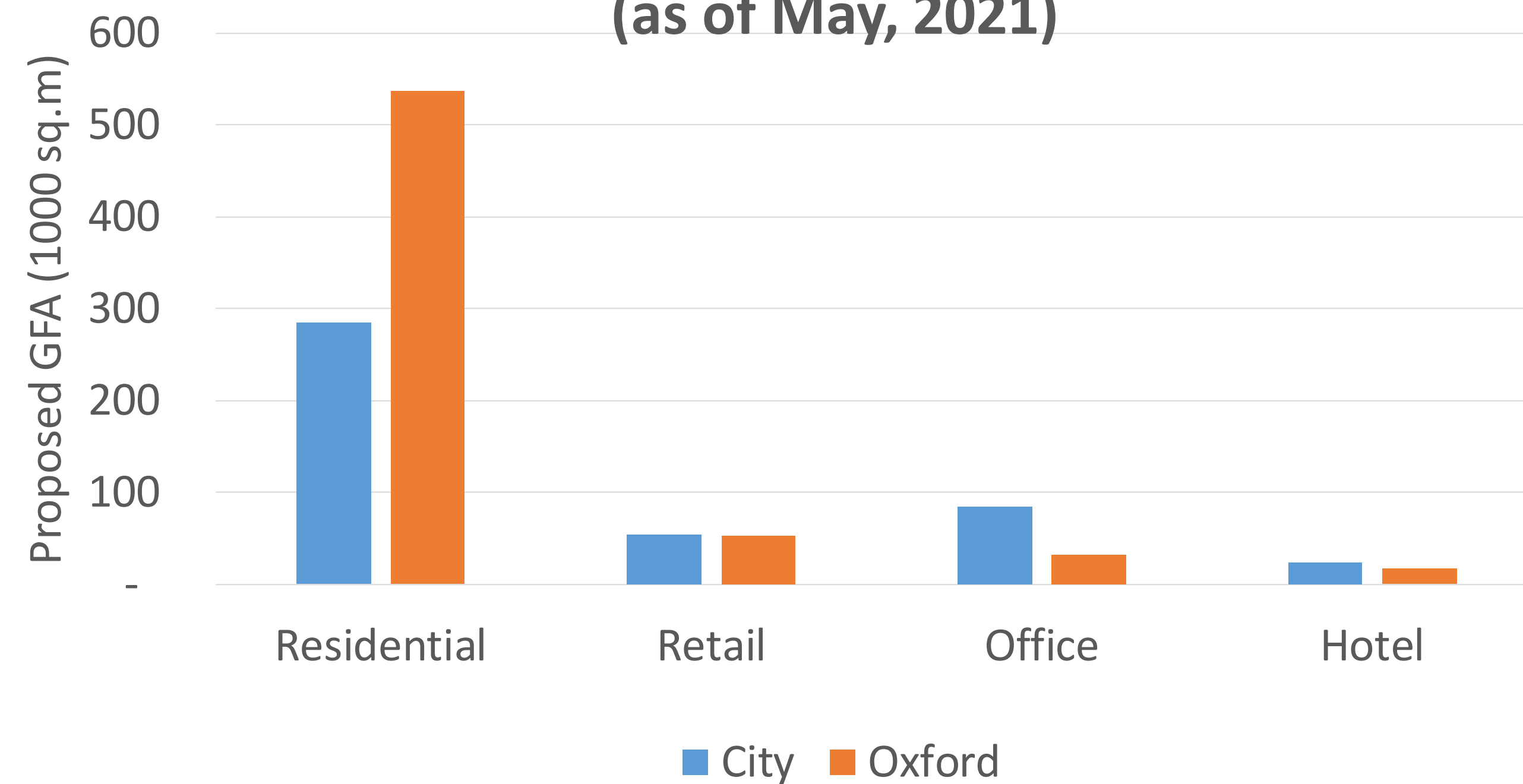
2041 City Land Use – Yorkdale Expansion



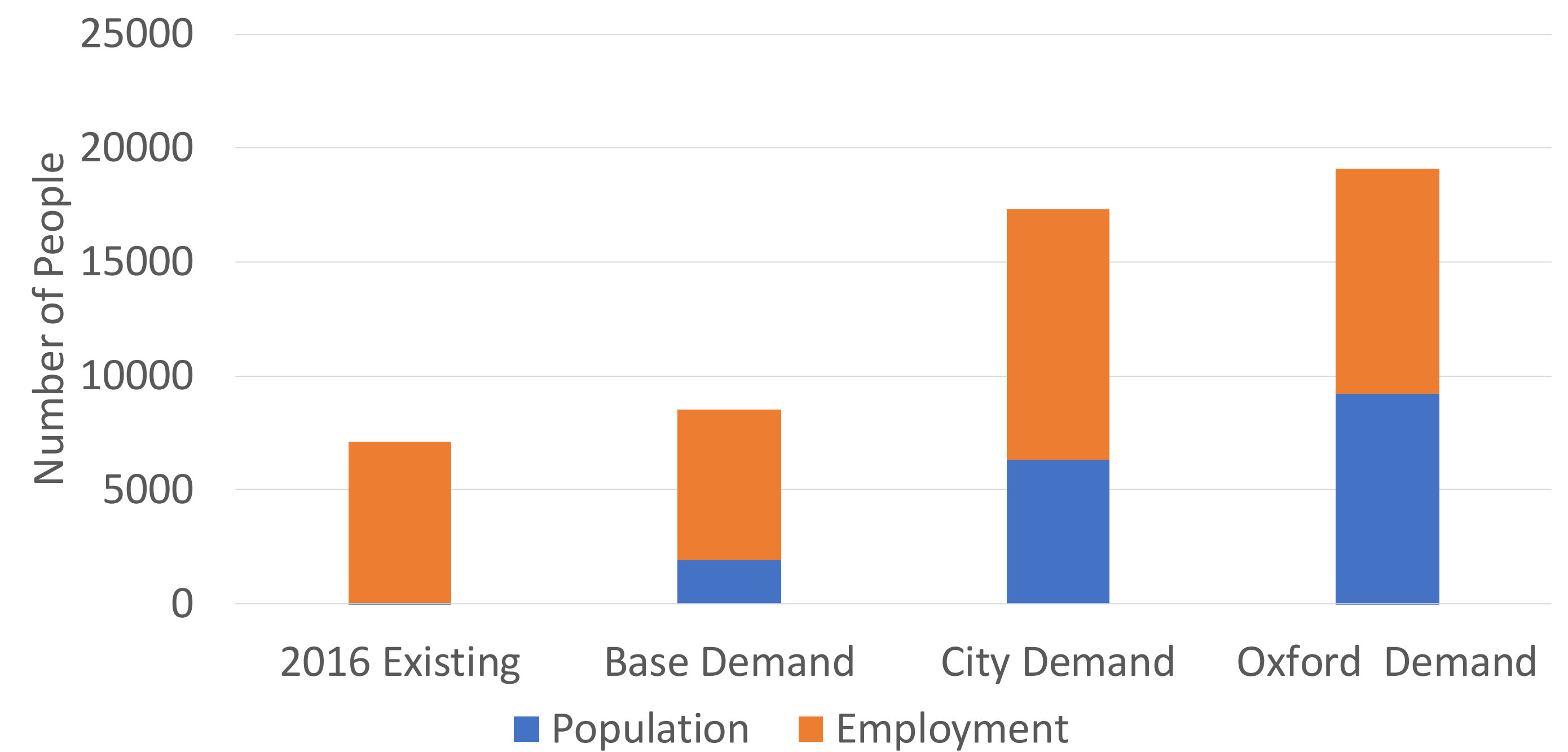
2041 Oxford Land Use – Yorkdale Expansion



City vs. Oxford Land Use Assumptions (as of May, 2021)



Yorkdale - Population and Employment Projection



Questions?

Screening Long-List Solutions and Selection of Short-List Solutions

High Level Screening Criteria

High Level Screening Criteria	Indicators
Problem and Opportunity Statement	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> a) What are the order of magnitude construction costs (including streetscaping/landscaping) b) Impacts to property and property acquisition costs

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 long-list screening criteria

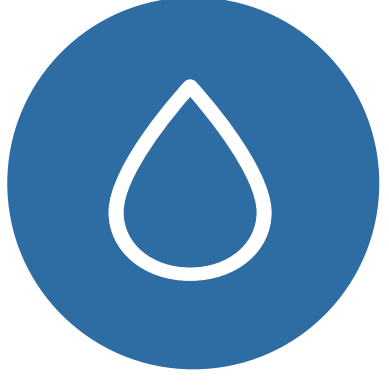
Detailed Evaluation Criteria

Evaluation Criteria

Natural Environment



Potential to impact wildlife/habitat areas



Potential to impact groundwater



Potential to impact air quality



Potential to create noise impacts

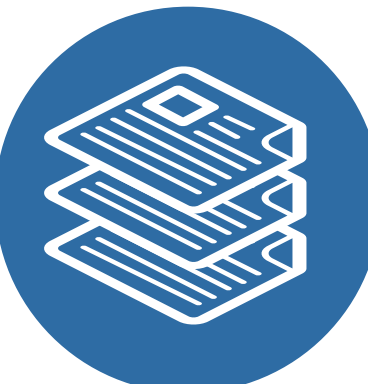
Policy



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

Evaluation 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



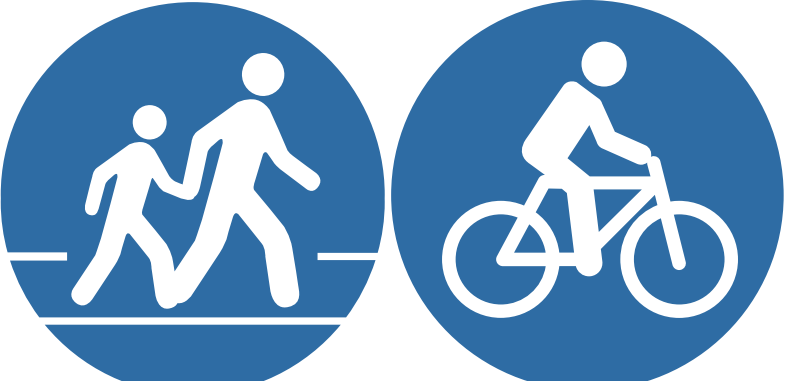
Potential to minimize impact to existing utility, water, stormwater, and sewer infrastructure



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

Evaluation 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

Cultural / Social

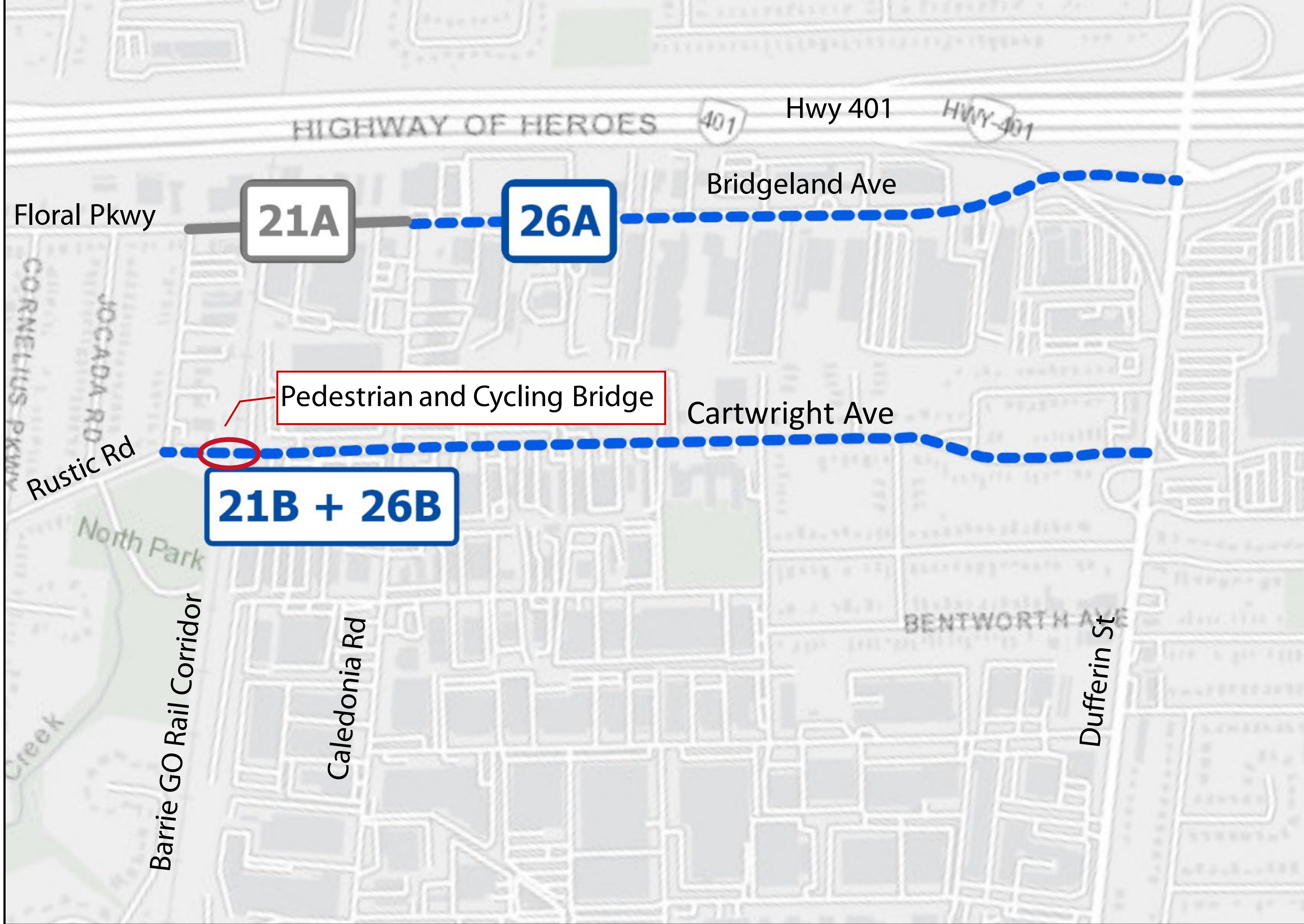
-   Potential to incorporate pedestrian and cyclist amenities (bike racks, repair stations, etc)
-  Potential to provide a well-connected pedestrian/cyclist network
-  Potential to incorporate streetscape and landscape elements
-  Potential to impact listed cultural heritage features
-  Potential to impact archeological resources
-  Potential to impact or support improved social equity

Questions on the Evaluation Criteria?

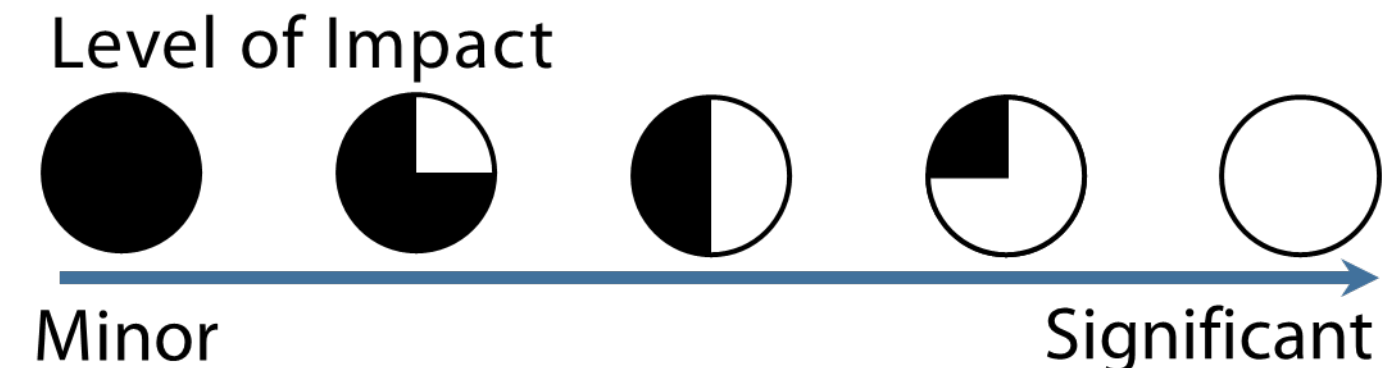
Short-List Pedestrian and Cycling Solutions Evaluation

Short-List Pedestrian and Cycling Solutions Evaluation

Criteria	Solution 21A: Pedestrian and Cycling Bridge (east-west) over Barrie GO Rail Corridor Connecting Floral Pkwy to Bridgeland Ave	Solution 21B: Pedestrian and Cycling Bridge (east-west) over Barrie GO Rail Corridor Connecting Rustic Rd to Cartwright Ave	Solution 26A: Continuation of Pedestrian and Cycling Facilities from 21A along Bridgeland Avenue	Solution 26B: Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue
Natural Environment				
Policy				
Technical (Including Transportation)				
Economic				
Cultural / Social				
Overall Evaluation				
Recommendation	Not Recommended Solution 21A provides an east-west connection for pedestrians and cyclists; however, the connection across Floral Parkway to Bridgeland Ave is limited to serving residents and businesses up to Keele St, and the environment along Bridgeland Ave may not be the ideal route given the industrial setting and numerous driveways.	CARRY FORWARD Solution 21B provides an east-west connection for pedestrians and cyclists that will serve a wider area of residents and businesses than Solution 21A with potential direct connection to Yorkdale Shopping Centre.	CARRY FORWARD Solution 26A is recommended to be carried forward from Dufferin St to Caledonia Rd Only.	CARRY FORWARD Solution 26B is carried forward based on outcome of 21B to provide a continuous path through the study area.



Cycling facility on Bridgeland is a proposed cycle track on both sides. Should Cartwright also have cycle track or will sharrows be sufficient?



Solution 21B: Pedestrian and Cycling Bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Rd to Cartwright Ave



Yorkdale Transportation Master Plan

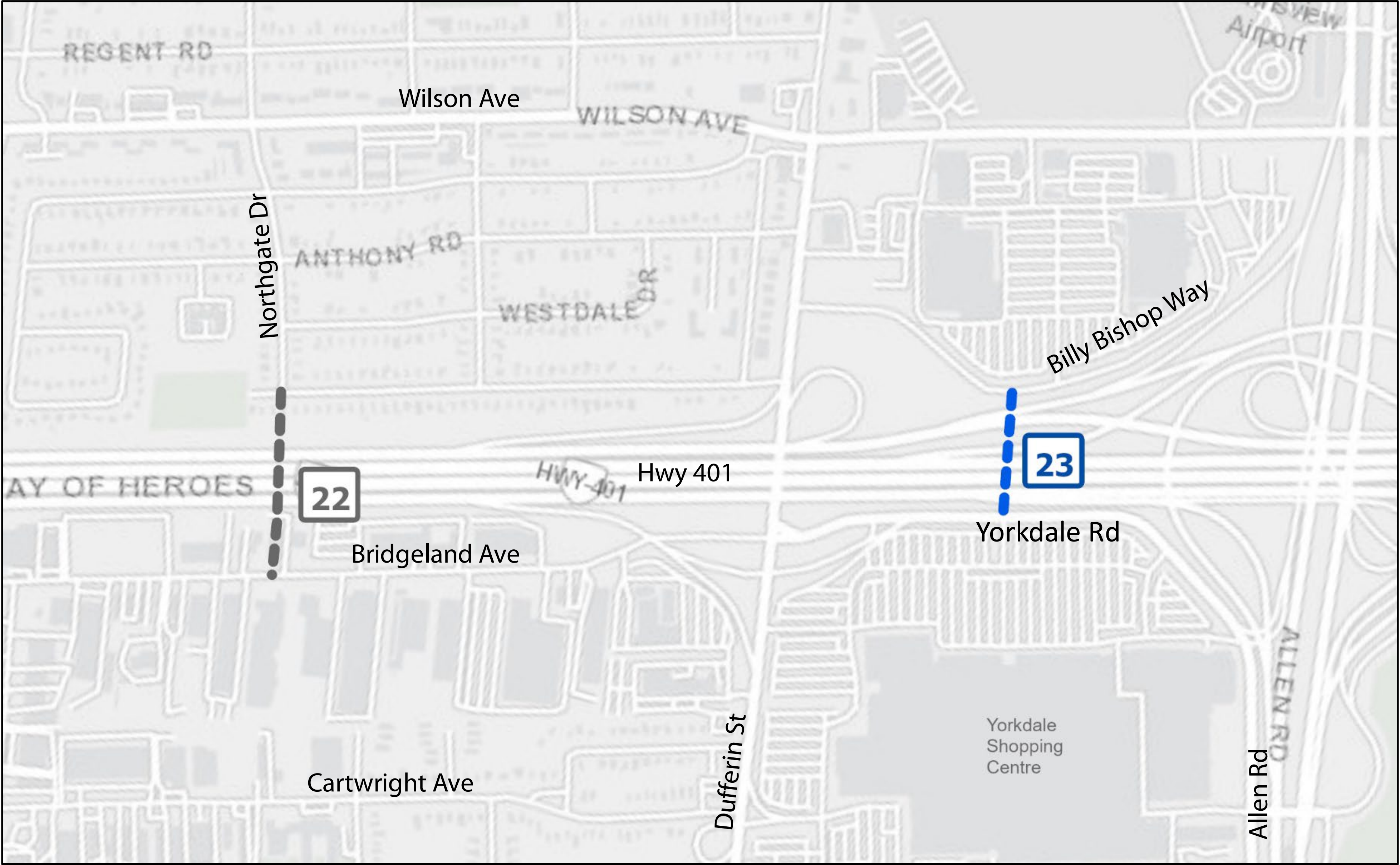
November 18, 2021



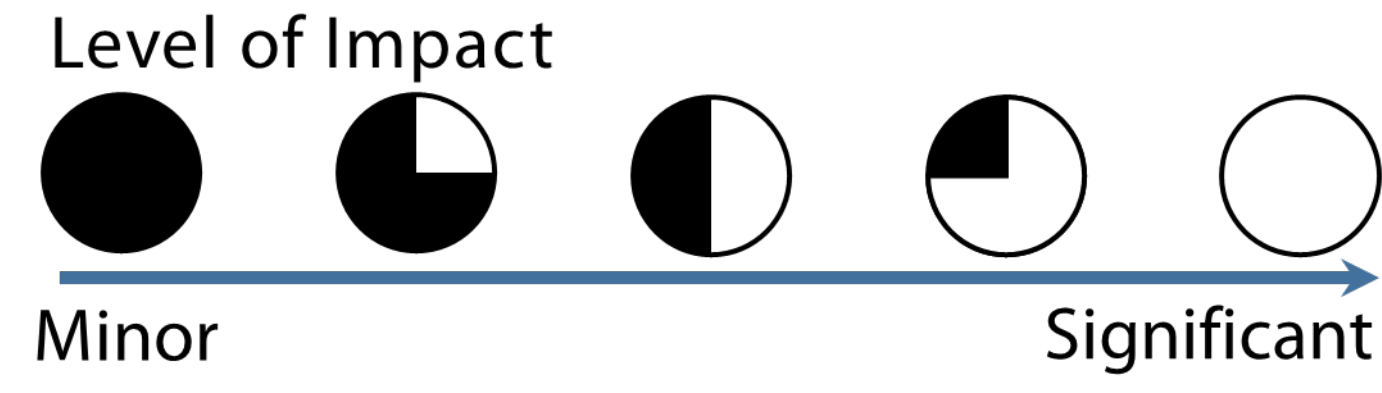
Proposed Pedestrian/Cycling Bridge over Barrie GO Rail Corridor connecting Rustic Road and Cartwright Avenue: looking northwest

Short-List Pedestrian and Cycling Solutions Evaluation

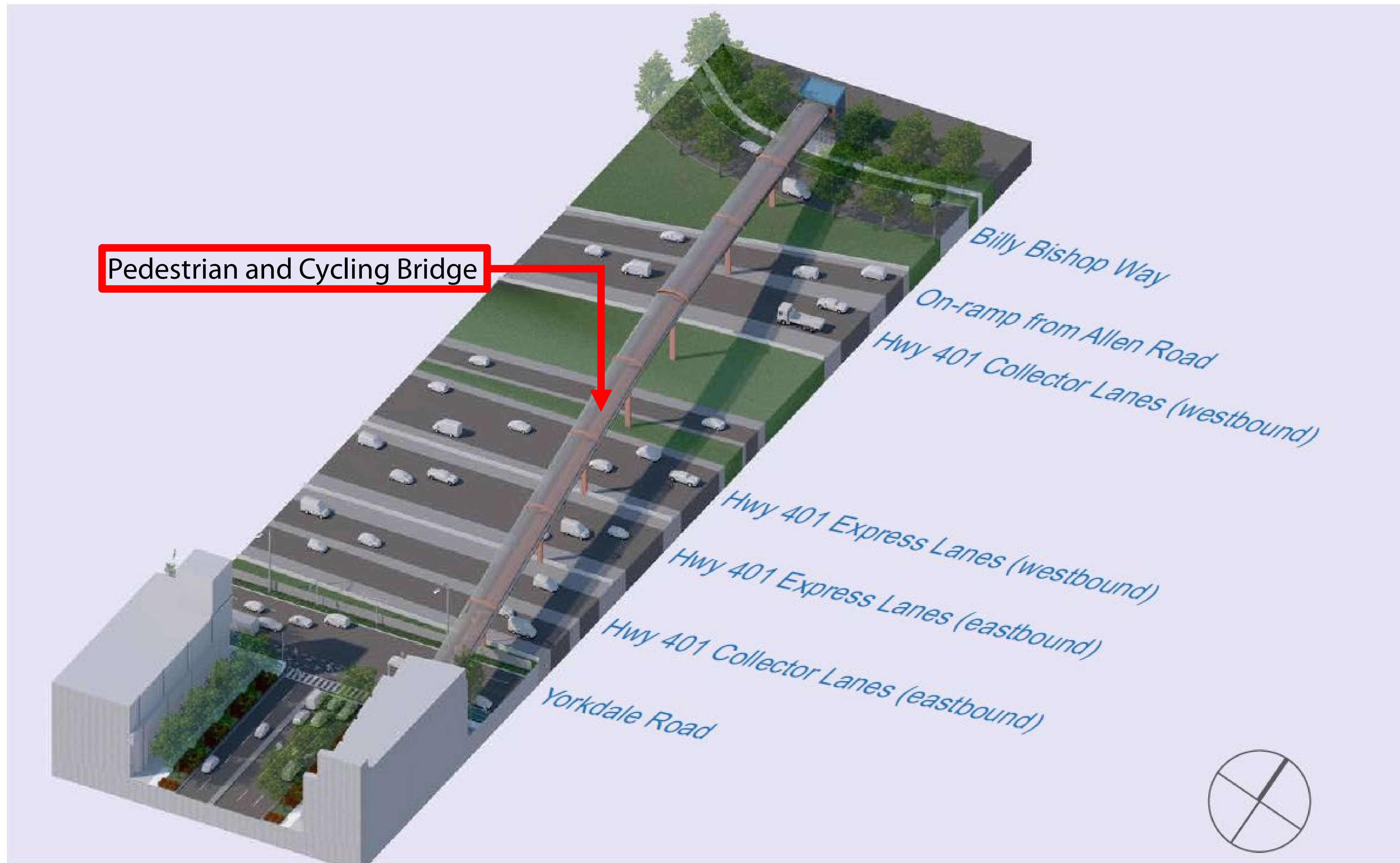
Criteria	Solution 22: Pedestrian and Cycling Bridge (north south) Bridgeland Ave to Whitley Ave/Northgate Dr (at Anthony Rd School Park)	Solution 23: Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>Solution 22 provides a north-south connection for pedestrians and cyclists; however, this solution is not recommended based on Solution 1A where the Caledonia extension can provide pedestrian and cycling facilities and based on the outcome of Solution 21A versus 26A. Without Solution 21A and 26A, Solution 22 does not provide a well-connected pedestrian and cyclist network.</p>	<p>CARRY FORWARD</p> <p>Solution 23 is recommended to be carried forward as a pedestrian bridge only. This solution is recommended as a potential improvement contingent on future intensification development on the SmartCentres and Downsview Airport lands, in which both sides of the connection can benefit from the crossing. The crossing would also be recommended if pedestrian and cycling facilities on Dufferin Street cannot be implemented across (under) Highway 401.</p>



Are there any other pedestrian/cycling grade separation opportunities?



Solution 23: Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way



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Proposed Pedestrian/Cycling Bridge over Highway 401 connecting Yorkdale Mall and Costco/SmartCentres: looking northwest from Yorkdale Road (north)

Yorkdale Transportation Master Plan

Solution 23: Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way

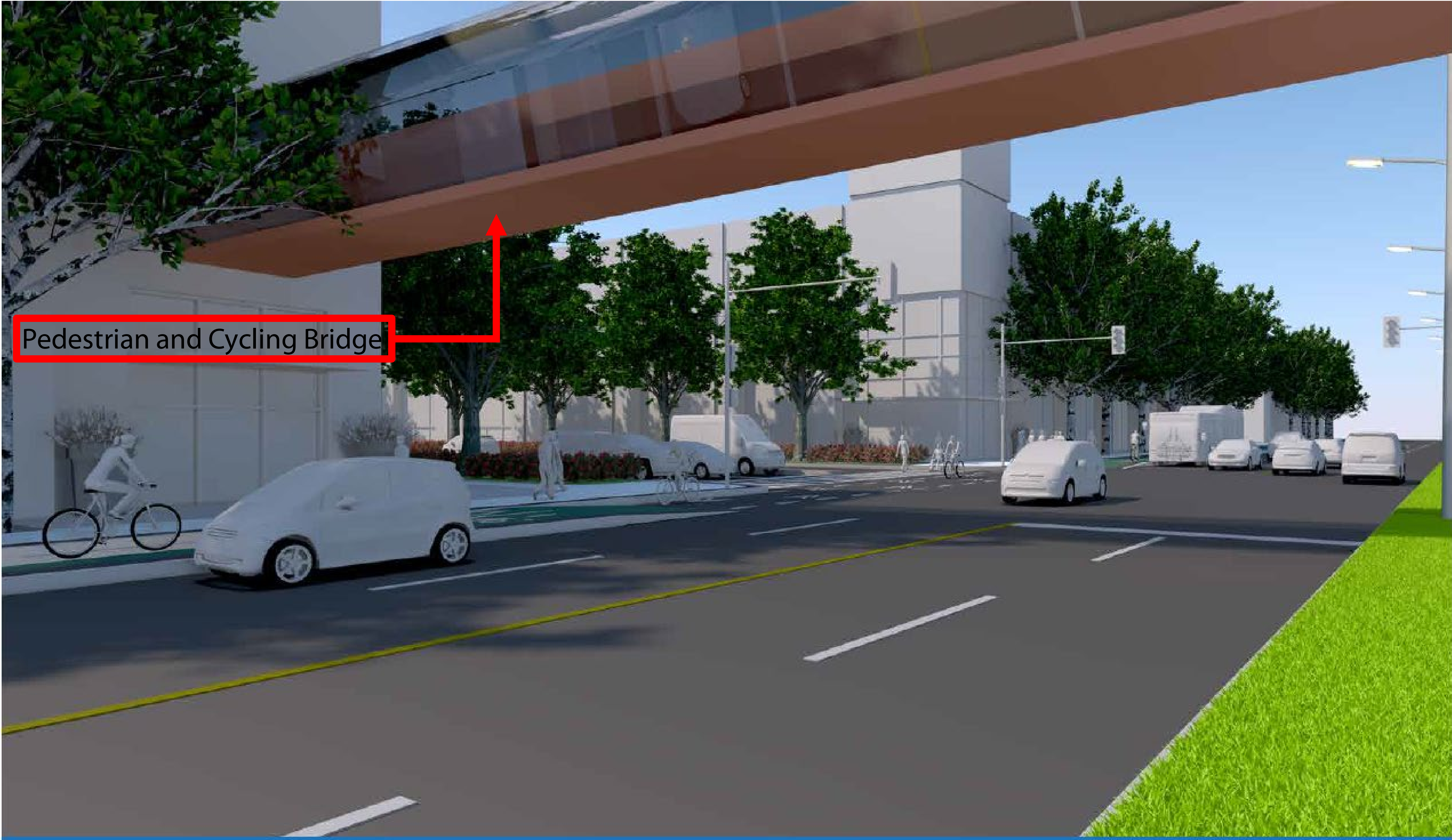


Yorkdale Transportation Master Plan

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07 Yorkdale Road (north) with Proposed Pedestrian/Cycling Bridge over Highway 401: looking north

Solution 23: Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way



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08 Yorkdale Road (north) with proposed Multi-use Path and Proposed Pedestrian/Cycling Bridge: looking west

Solution 23: Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way



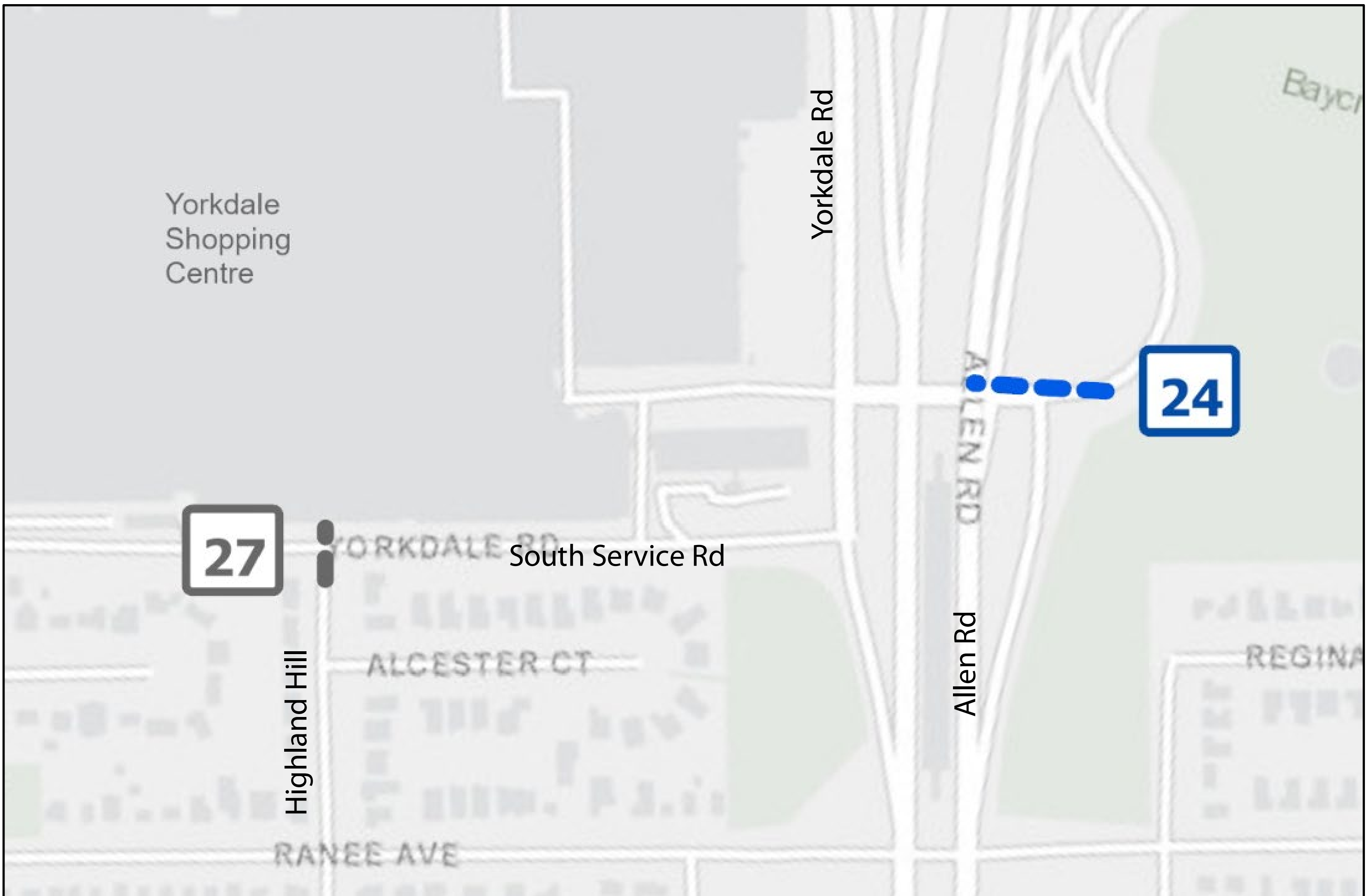
Yorkdale Transportation Master Plan

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09 Proposed Pedestrian/Cycling Bridge over Highway 401 with Vertical Connection Pavilion: looking southeast from Billy Bishop Way

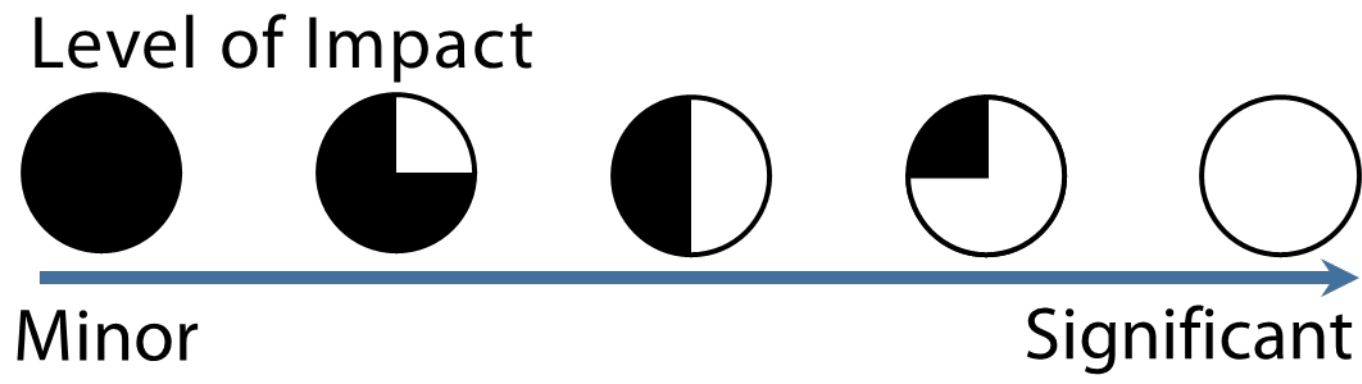
Short-List Pedestrian and Cycling Solutions Evaluation

Criteria	Solution 24: Baycrest Park Pedestrian / Cycling Switchback Ramp/Stairs	Solution 25A: Add sidewalks to local roads with no sidewalks	Solution 27: North-South Access on Highland Hill
Natural Environment			
Policy			
Technical (Including Transportation)			
Economic			
Cultural / Social			
Overall Evaluation			
Recommendation	CARRY FORWARD Solution 24 is carried forward as it provides a safer connection to the intersection at the Allen Rd northbound off-ramp and road to Yorkdale Mall, due to the grade. The proposed switchback and steps design will mitigate the existing grade issue but will also not preclude the Varna Road extension and expansion of the Baycrest Park.	CARRY FORWARD Solution 25A is carried forward as an overall improvement to provide safe and connected paths for pedestrians throughout the study area. Assessment of sidewalk will still be assessed on a case-by-case basis following sidewalk request procedures at the City.	Not Recommended Solution 27 is not recommended as this improvement would only serve a small population and will not have great visibility to/from the south. The access may also invite parking issues on the local roads. The north-south desire lines for pedestrian and cycling trips would continue through the Yorkdale Park.



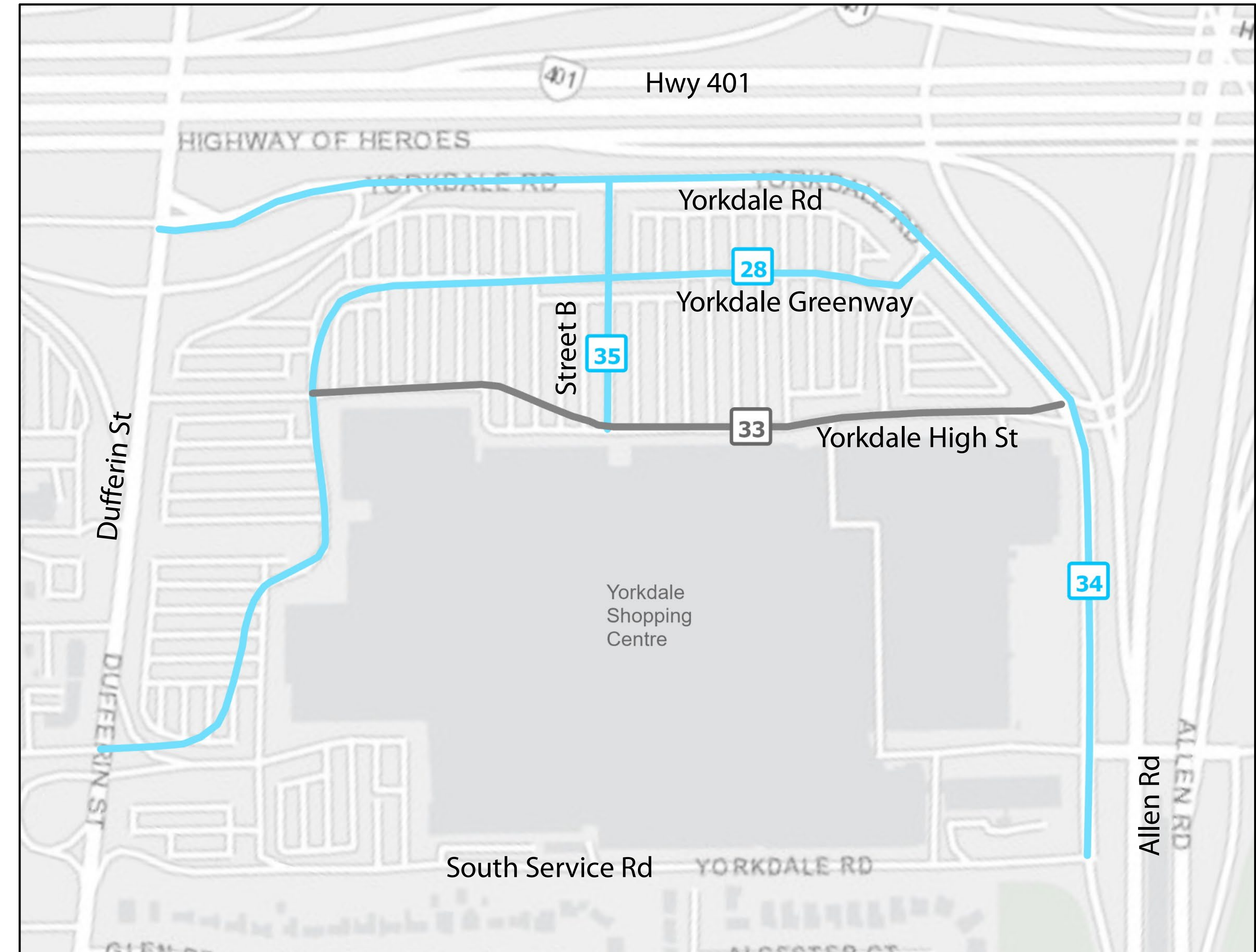
Is there anything we haven't considered?

Should there be improved pedestrian/cycling access to/from the south of Yorkdale Mall?

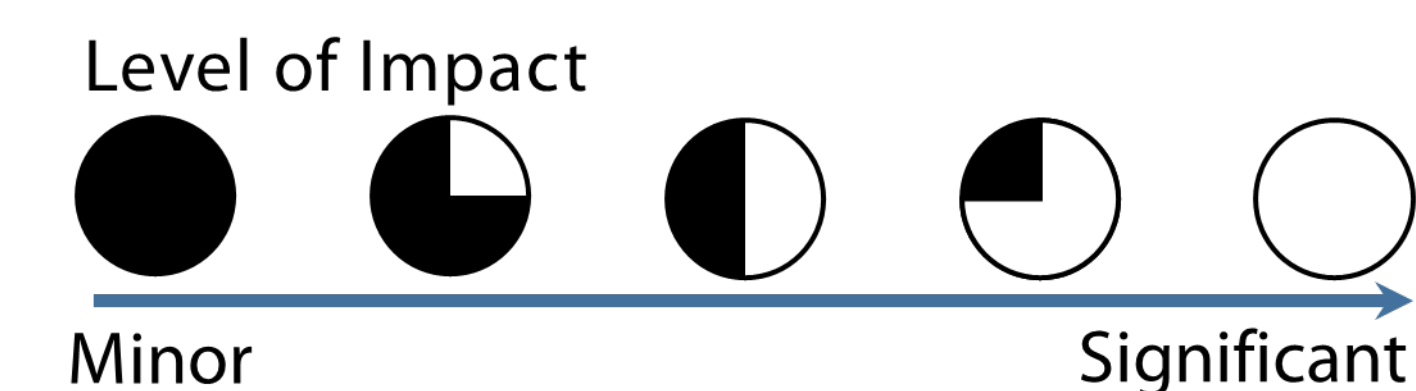


Short-List Pedestrian and Cycling Solutions Evaluation

Criteria	Solution 28: East-west Cycling facilities on Yorkdale Greenway	Solution 33: East-west Cycling facilities on Yorkdale High St	Solution 34: Cycling facilities on Yorkdale Rd	Solution 35: North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Rd to Yorkdale
Natural Environment	●	●	●	●
Policy	◐	◐	◐	◐
Technical (Including Transportation)	◐	◐	◐	◐
Economic	◐	◐	◐	◐
Cultural / Social	◐	◐	◐	◐
Overall Evaluation	●	●	●	●
Recommendation	<p>CARRY FORWARD</p> <p>Solution 28 is recommended to be carried forward on the Yorkdale Greenway because it provides an east-west connection for cyclists through the Yorkdale Shopping Centre site and serves the core of the expansion area.</p>	<p>Not Recommended</p> <p>Solution 33 is not recommended to be carried forward because cycling infrastructure is recommended on the public road, which is proposed to be Yorkdale Greenway (Solution 28).</p>	<p>CARRY FORWARD</p> <p>Solution 34 is recommended to be carried forward between Bus Terminal and Dufferin St. This route is identified in the Lawrence-Allen and Dufferin Street Secondary Plans, which is expected to continue west to Bridgeland Ave through the Dufferin/ Bridgeland intersection.</p>	<p>CARRY FORWARD</p> <p>Solution 35 is recommended to be carried forward to provide a dedicated north-south connection through the Yorkdale Shopping Centre site between Yorkdale Rd to Yorkdale High St.</p>

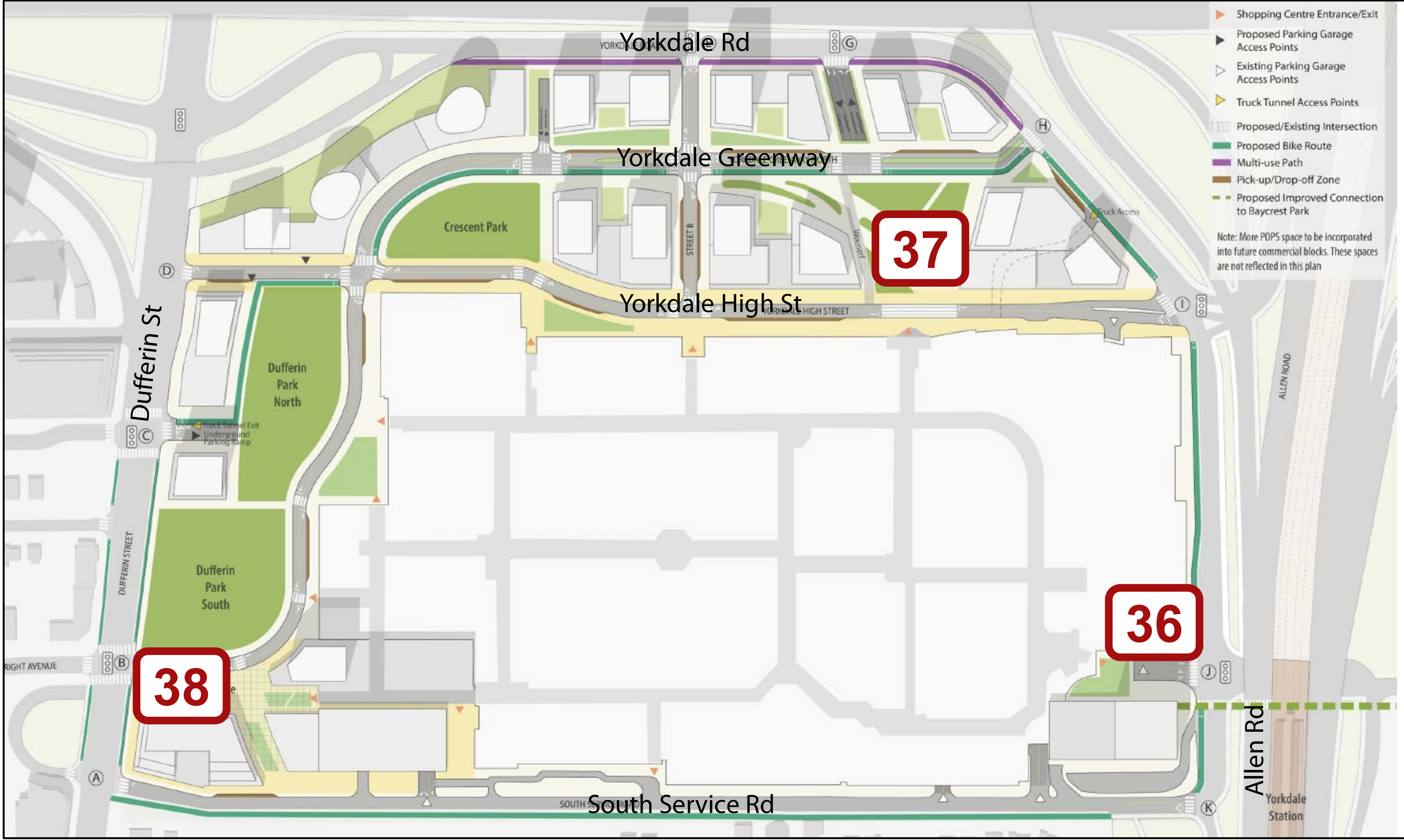


Are there any other cycling routes and connections that should be improved?

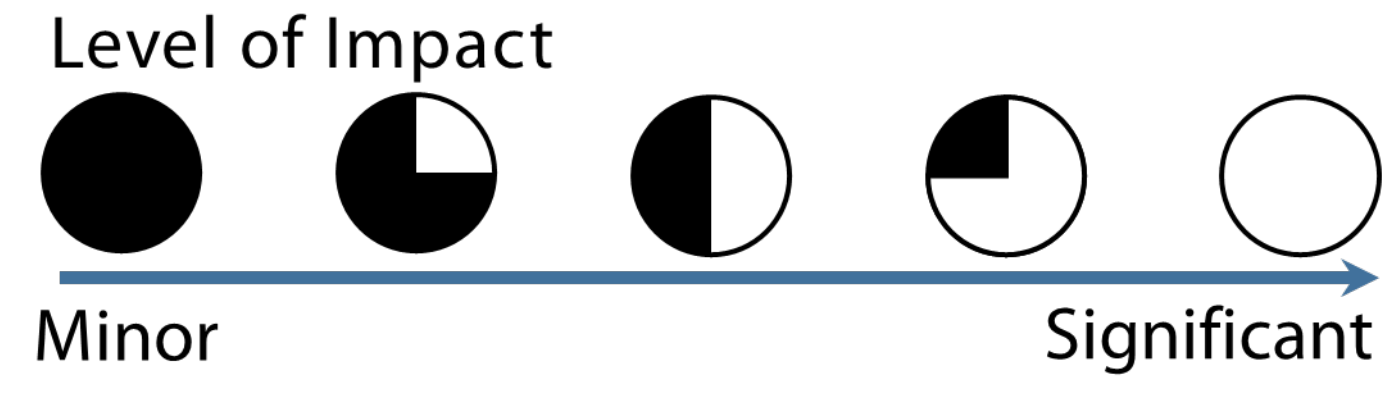


Short-List Pedestrian and Cycling Solutions Evaluation

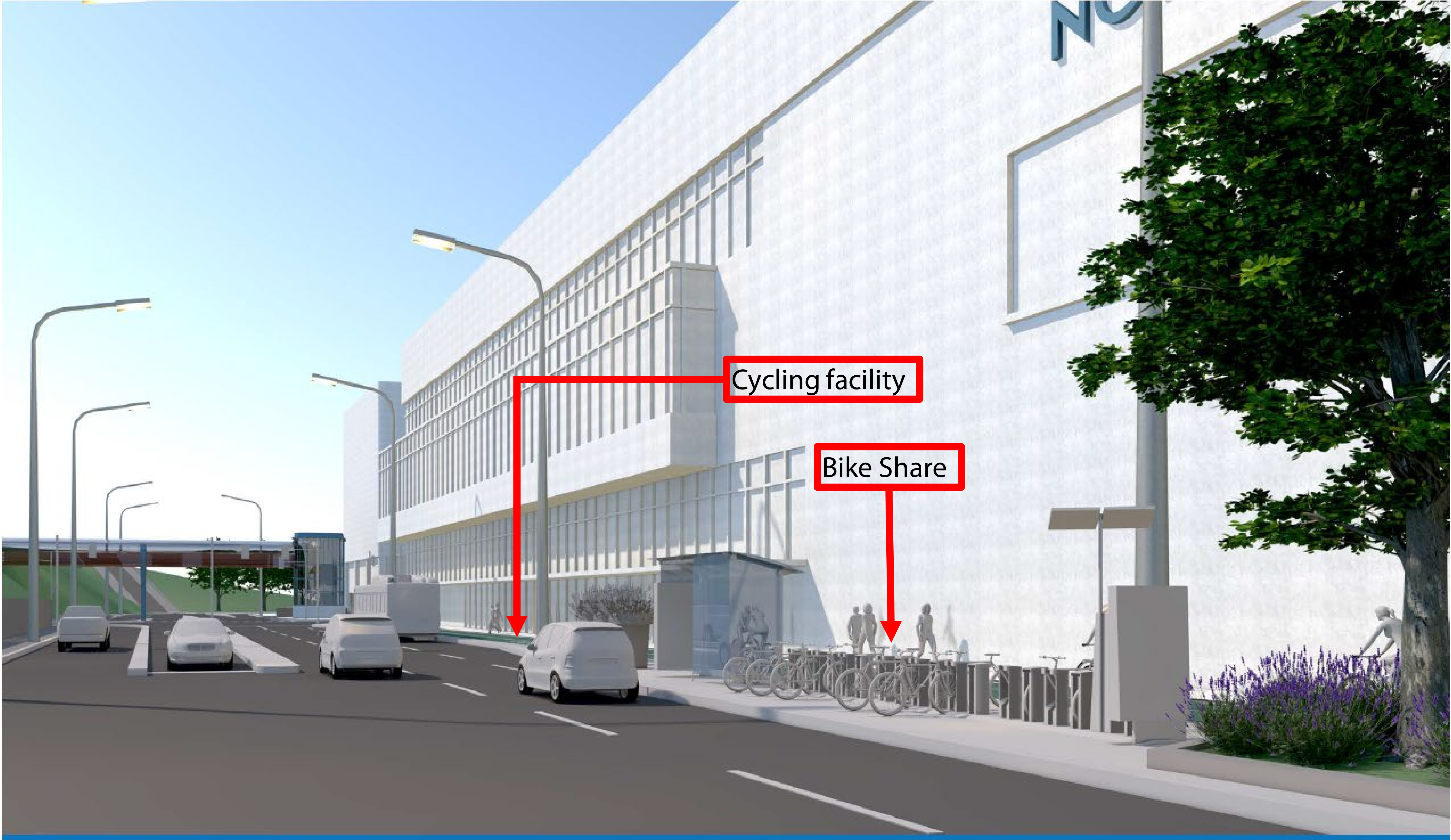
Criteria	Solution 36: Large scale mobility hub – ride share and bikeshare (GO Bus Terminal)	Solution 37: Small scale mobility hub - bikeshare (Yorkdale Green)	Solution 38: Small scale mobility hub - bikeshare (Yorkdale Plaza)
Natural Environment	●	●	●
Policy	◐	◐	◐
Technical (Including Transportation)	●	◐	◐
Economic	◐	●	●
Cultural / Social	◐	●	●
Overall Evaluation	◐	●	●
Recommendation	CARRY FORWARD Solution 36 is carried forward to provide the public alternative mobility options to encourage non-auto use in order to achieve the high non-auto mode share for the mall and expansion area.	CARRY FORWARD Solution 37 is carried forward to provide the public alternative mobility options to encourage non-auto use in order to achieve the high non-auto mode share for the mall and expansion area.	CARRY FORWARD Solution 38 is carried forward to provide the public alternative mobility options to encourage non-auto use in order to achieve the high non-auto mode share for the mall and expansion area.



Mobility hubs will have access to bike share and car share modes and would be located adjacent to transit, pedestrian, and cycling routes – are there other potential locations?



Solution 34: Cycling Facilities on Yorkdale Rd and Solution 36: Large Scale Mobility Hub – Ride share and Bike Share (GO Bus Terminal)

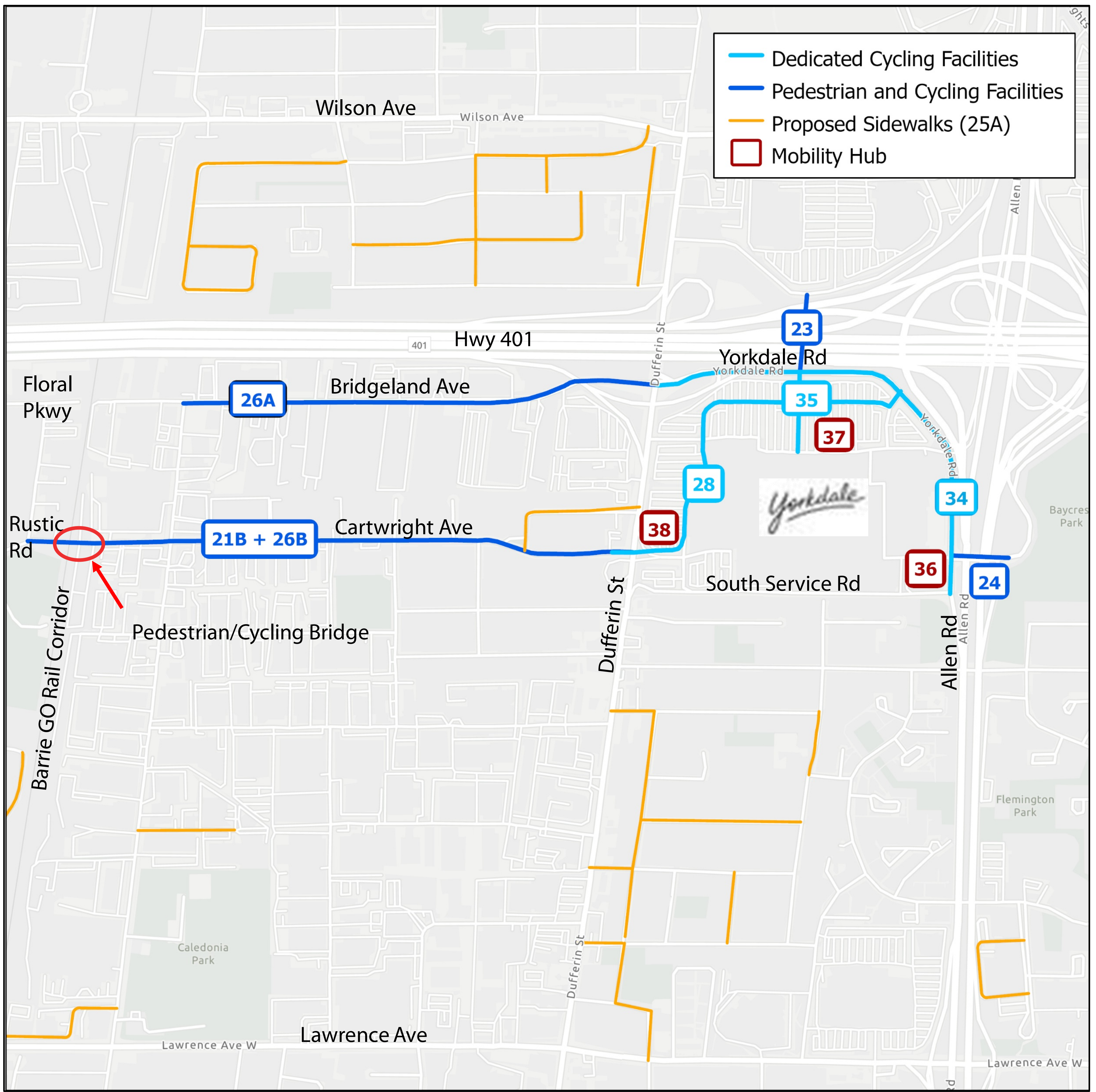


Yorkdale Transportation Master Plan

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11 Proposed Cycling Facilities with Bike Share Station on Yorkdale Road: looking south

Preferred Pedestrian and Cycling Solutions



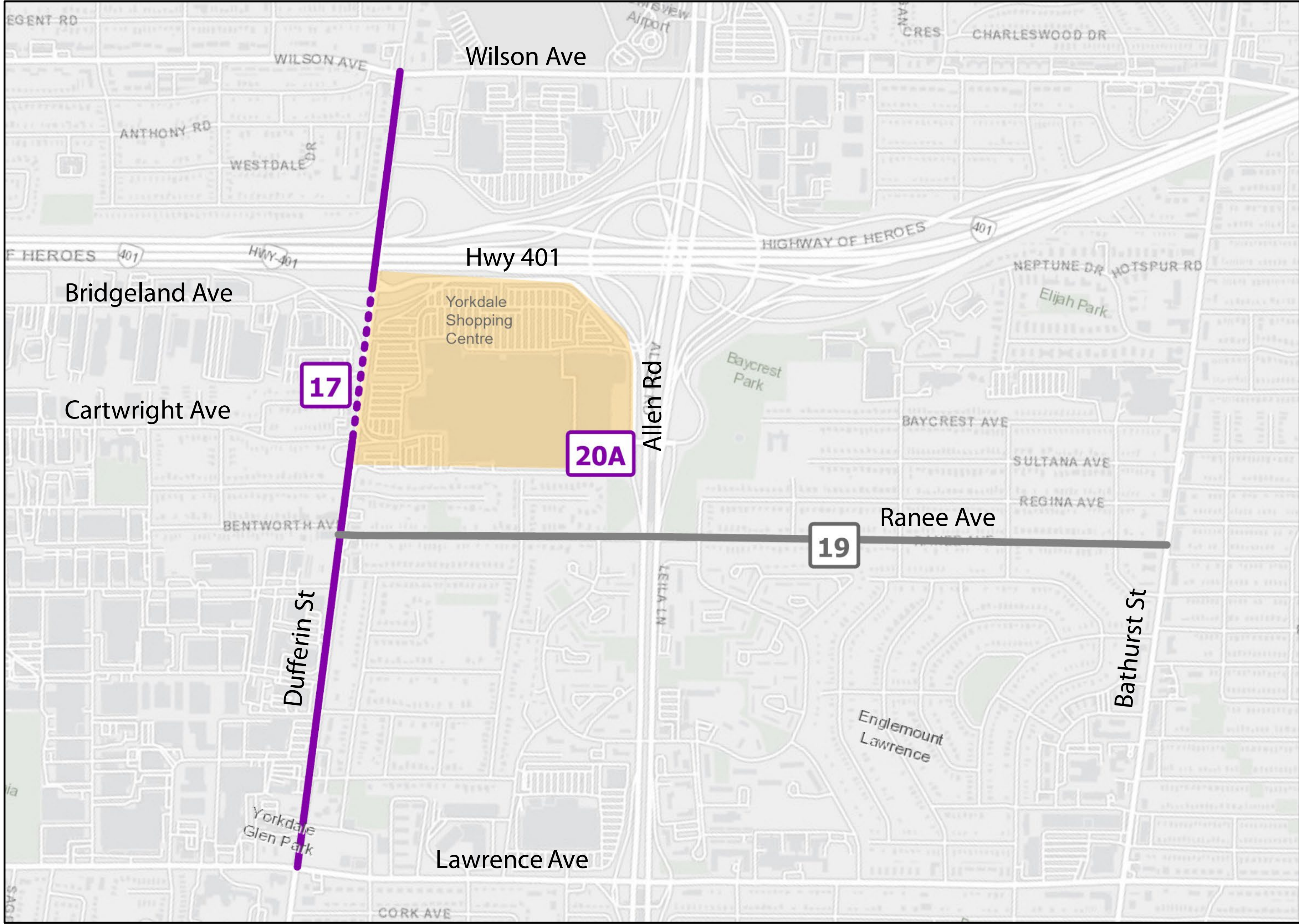
- **26A:** Pedestrian and Cycling Facilities from Dufferin St to Caledonia Rd
- **21B:** Pedestrian and Cycling Bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Rd to Cartwright Ave
- **26B:** Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue
- **23:** Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way
- **24:** Baycrest Park Pedestrian / Cycling Switchback Ramp/Stairs
- **25A:** Add sidewalks to local roads with no sidewalks
- **28:** East-west Cycling facilities on Yorkdale Greenway
- **34:** Cycling facilities on Yorkdale Rd
- **35:** North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Rd to Yorkdale High Street
- **36:** Large scale mobility hub – rideshare and bikeshare (GO Bus Terminal)
- **37:** Small Scale mobility hub – bikeshare (Yorkdale Green)
- **38:** Small Scale mobility hub - bikeshare (Dufferin Park)

Questions?

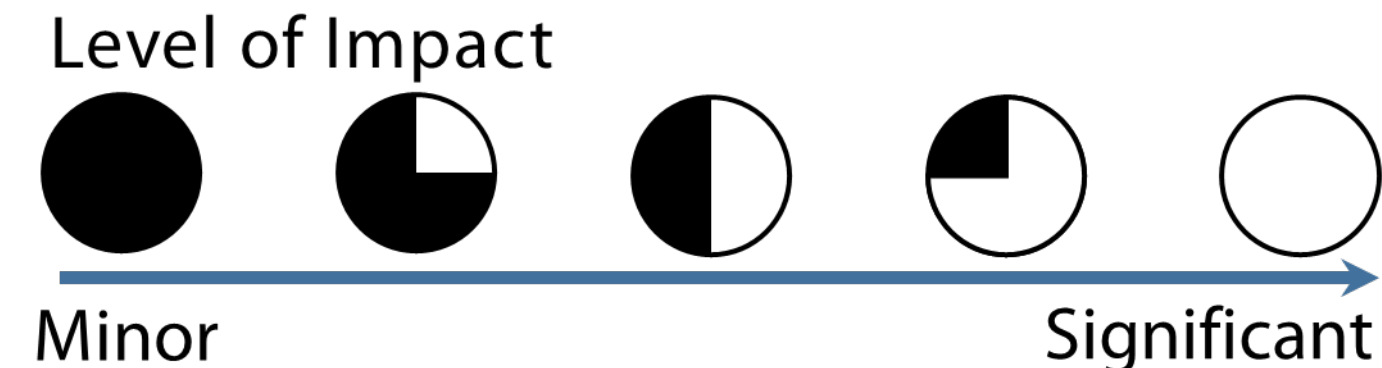
Short-List Transit Solutions Evaluation

Short-List Transit Solutions Evaluation

Criteria	Solution 17: Dufferin St Transit Priority (Transit/HOV Lane) – from Dufferin St Secondary Plan	Solution 19: Expanded Transit Service along Rane Ave (connecting Dufferin St to Bathurst St)	Solution 20A: Retention and expansion of the GO Bus Terminal
Natural Environment	●	◐	◑
Policy	●	◑	●
Technical (Including Transportation)	◑	◐	◑
Economic	◑	◐	◑
Cultural / Social	◐	◑	●
Overall Evaluation	◑	◐	◑
Recommendation	<p>CARRY FORWARD</p> <p>Solution 17 is recommended to be carried forward because it improves the attractiveness and use of public transit by introducing transit priority measures through queue jumps for the current 6-lane section on Dufferin St.</p>	<p>Not Recommended</p> <p>Solution 19 is not fully supportive of environmental and economic sustainability due to existing transit coverage, and operational constraints and costs. Current bus routes can continue to serve the capture area along Rane Ave.</p>	<p>CARRY FORWARD</p> <p>Solution 20A supports social, environmental and economic sustainability while bringing better, more reliable and integrated transit services, especially with Metrolinx/GO Transit specifying their preference to maintain the existing location and to investigate expansion options.</p>

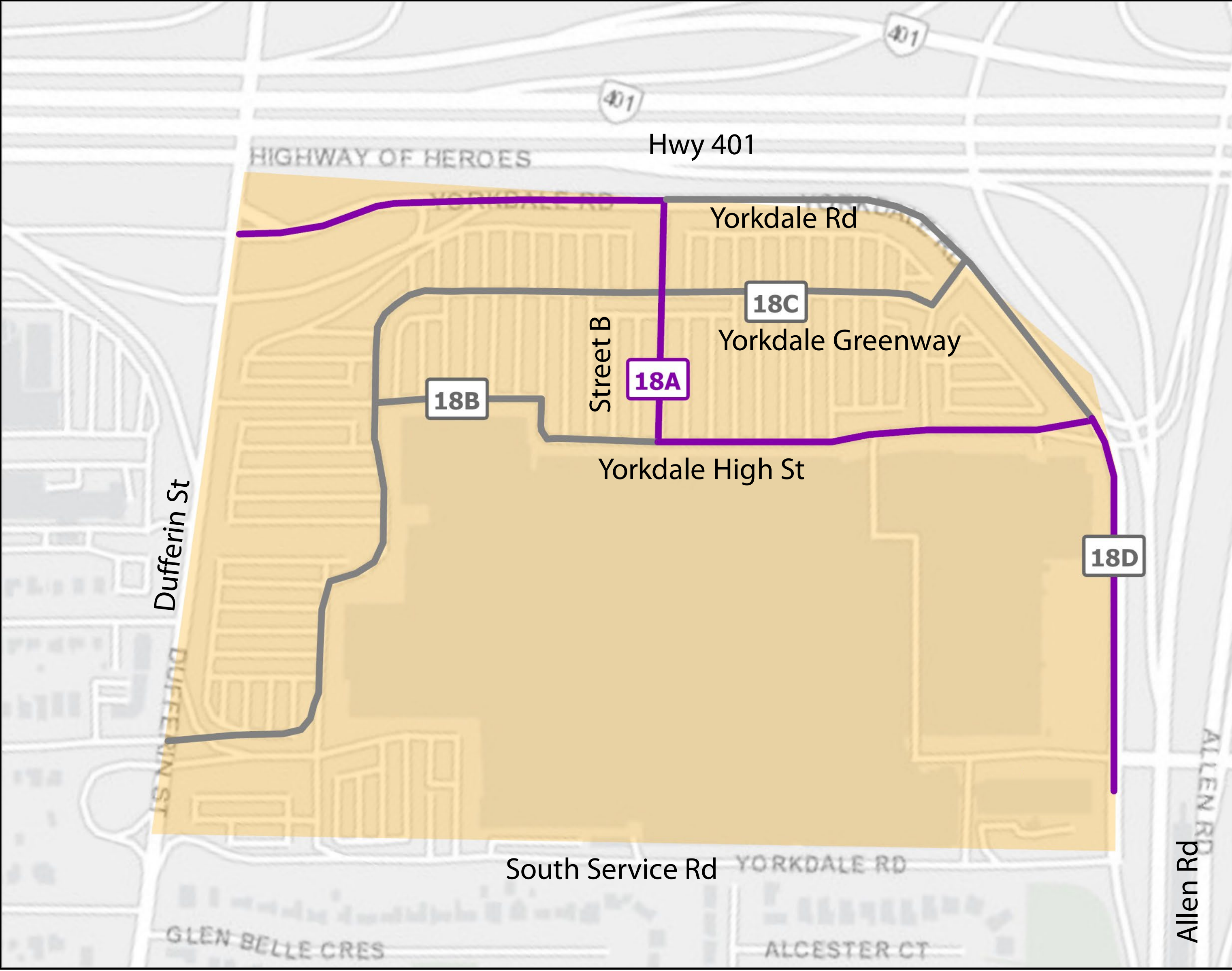


Are there are other public transit routes and connections that should be improved?

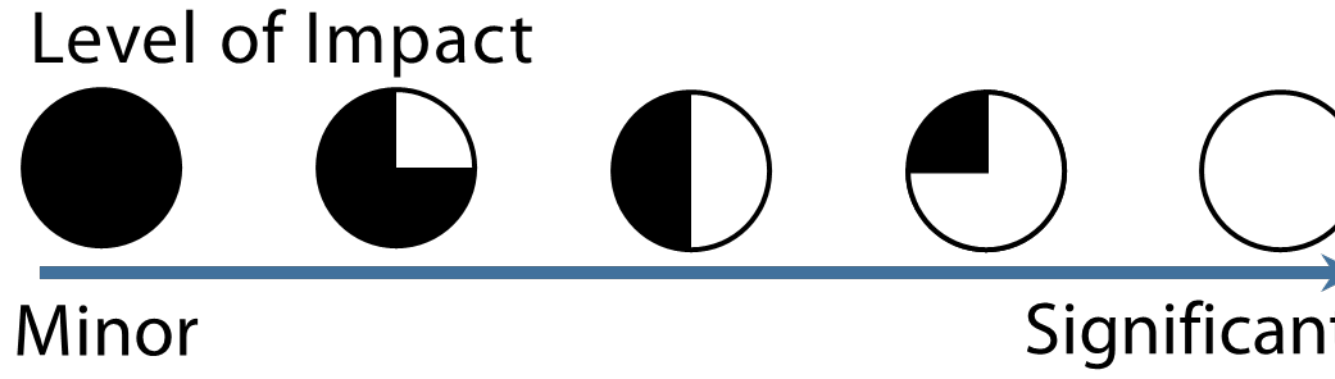


Short-List Transit Solutions Evaluation

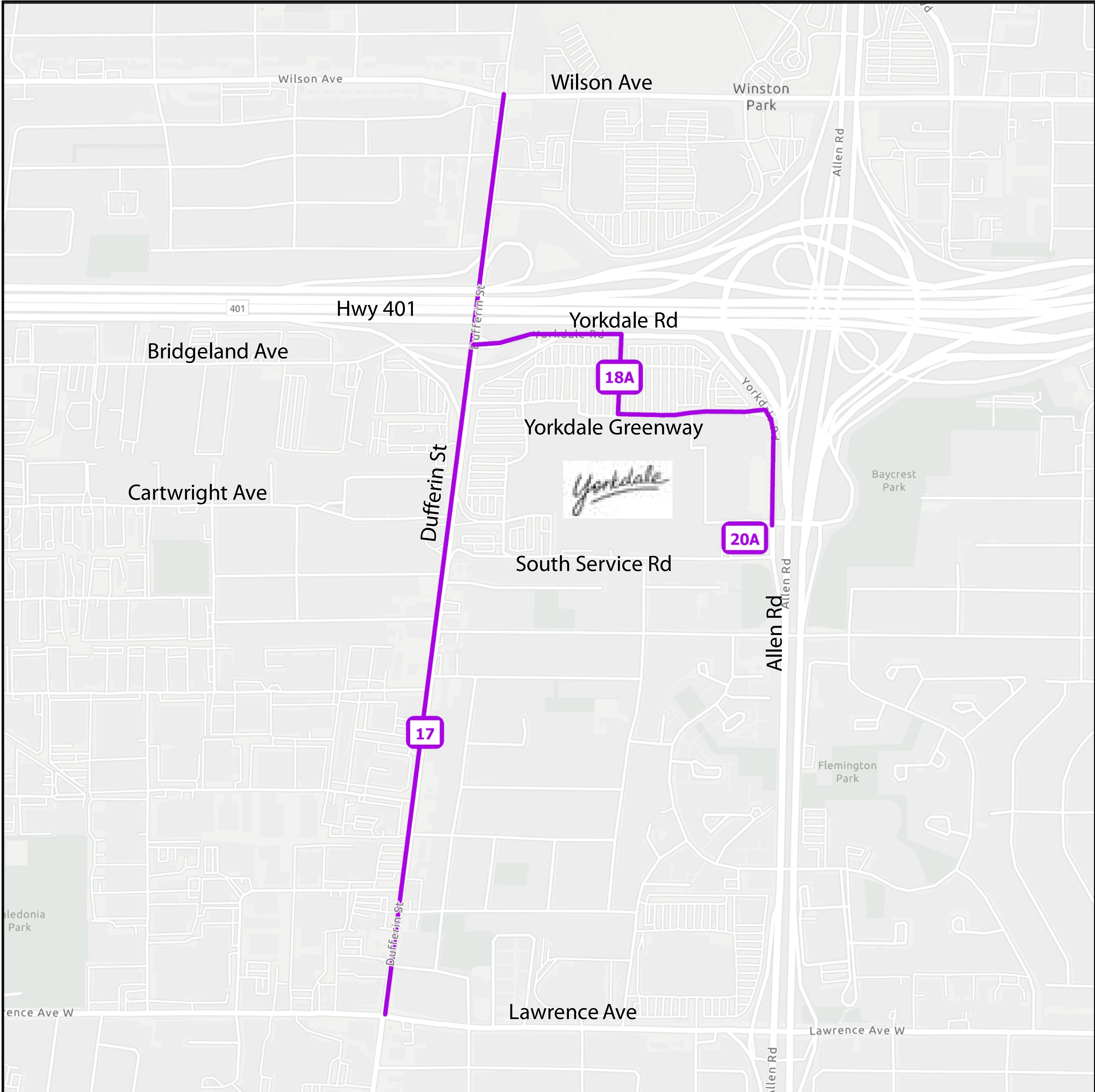
Criteria	Solution 18A: Two-way service on Yorkdale Rd – Yorkdale High St to Street B	Solution 18B: Two-way service on Yorkdale Rd – Yorkdale High St to Dufferin St	Solution 18C: Two-way service on Yorkdale Rd – Yorkdale Greenway to Street B	Solution 18D: Two-way service on Yorkdale Rd – Yorkdale Rd with turnaround at Yorkdale GO
Natural Environment	●	●	●	●
Policy	●	◐	◑	◐
Technical (Including Transportation)	●	◑	◐	◑
Economic	●	●	◑	◐
Cultural / Social	●	●	●	◑
Overall Evaluation	●	◐	◑	◑
Recommendation	<p>CARRY FORWARD</p> <p>Solution 18A is recommended to be carried forward because it supports economic, social and environmental vitality, and promotes transit-supportive development while the routing encourages sustainable transportation modes by serving the mall and the expansion area.</p>	<p>Not Recommended</p> <p>Solution 18B is not fully supportive of economic sustainability due to long route length compared to other options, and potential operational constraints as the bus uses Dufferin Street to connect back to Bridgeland.</p>	<p>Not Recommended</p> <p>Solution 18C is not recommended because it is not fully supportive of social and environmental vitality. While the route uses a proposed public road, the intersection at Yorkdale is unsignalized and would be challenging for bus operations and conflicts with other vehicles.</p>	<p>Not Recommended</p> <p>While Solution 18D is the most direct route, it is not fully supportive of transit-supportive development as it does not serve the heart of the Yorkdale expansion area and would involve limited areas for bus stops and poor pedestrian connections in the northbound / westbound direction.</p>



The two-way service on Yorkdale Road and within Yorkdale Mall will be dependent on the turn around at the GO bus terminal



Preferred Transit Solutions



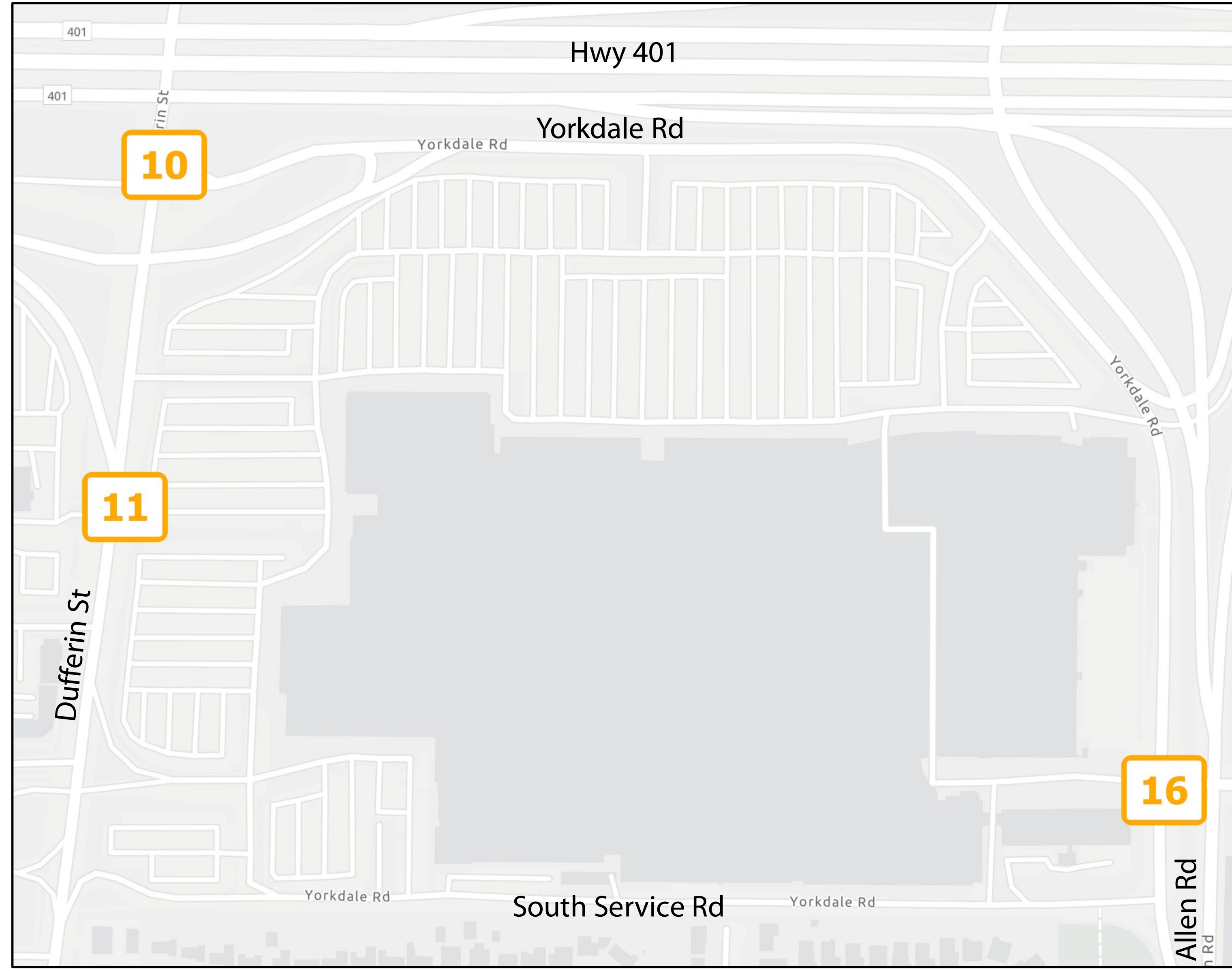
- **17:** Dufferin St Transit Priority (Transit/HOV Lane) – from Dufferin St Secondary Plan
- **18A:** Two-way bus service on Yorkdale Rd – Yorkdale Greenway to Street B
- **20A:** Retention and expansion of the GO Bus Terminal

Questions?

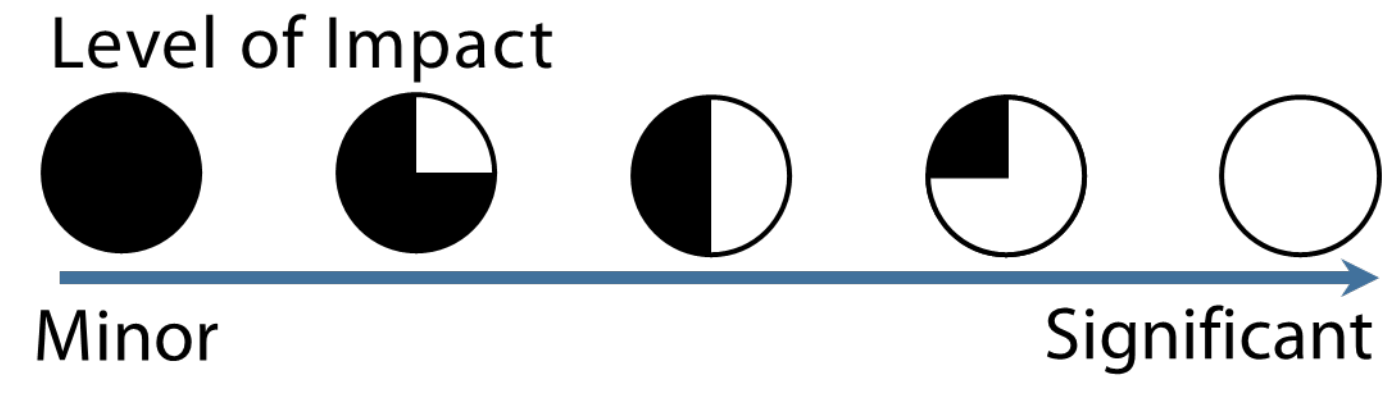
Short-List Intersection Improvement Solutions Evaluation

Short-List Road Intersection Improvement Solutions Evaluation

Criteria	Solution 10: Allow Southbound Left turn for all vehicles at the intersection of Dufferin St/Bridgeland Ave	Solution 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	Solution 16: Contra-flow southbound left-turn on Yorkdale Road
Natural Environment			
Policy			
Technical (Including Transportation)			
Economic			
Cultural / Social			
Overall Evaluation			
Recommendation	<p>CARRY FORWARD</p> <p>Solution 10 is recommended to be carried forward because this improvement aligns with the Dufferin Street Secondary Plan and will provide additional capacity to Yorkdale Road, as well as alternative access to Yorkdale Shopping Centre, without major impact to the northbound traffic flow.</p>	<p>CARRY FORWARD</p> <p>Solution 11 is recommended to be carried forward with the noted restrictions. Additional full vehicle access will provide additional entering and exiting capacity for Yorkdale. The signalized intersection will continue to accommodate pedestrian and cycling crossings and will connect with dedicated pedestrian and cycling facilities with Yorkdale Shopping Centre. This improvement also aligns with the Dufferin Street Secondary Plan.</p>	<p>CARRY FORWARD</p> <p>Solution 16 is recommended to be carried forward to accommodate high traffic volumes at this intersection and to provide additional exit capacity connecting with Highway 401 and Allen Road NB.</p>

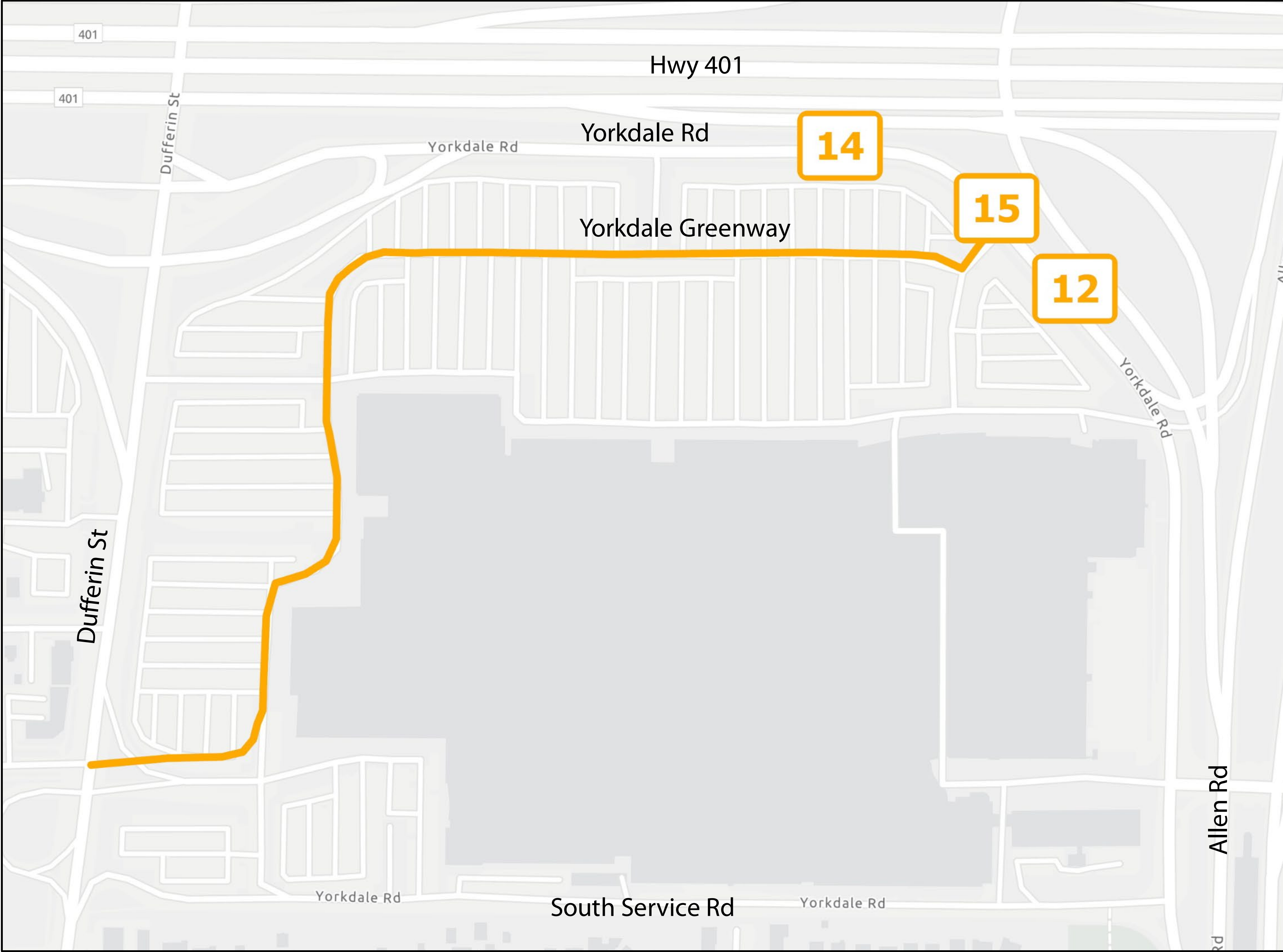


Are there other intersection improvements we haven't considered?

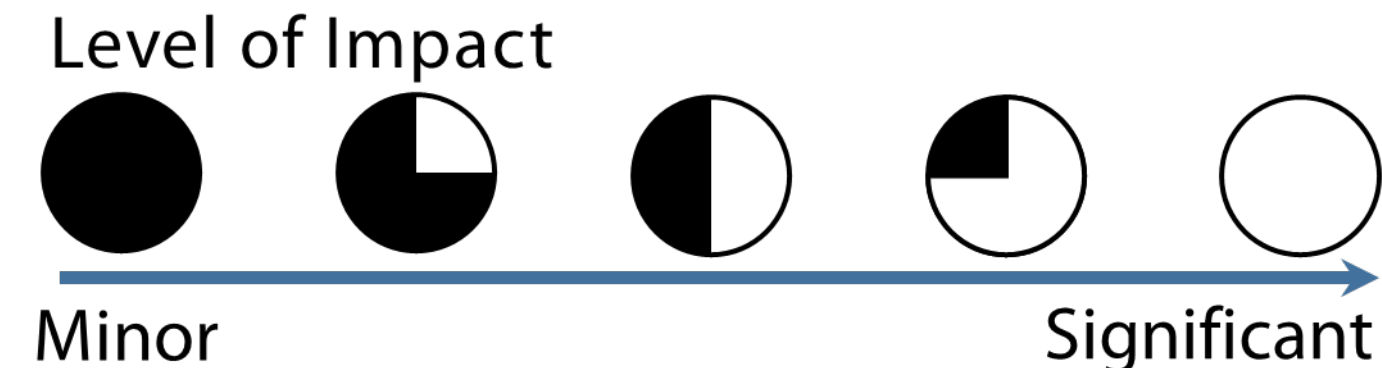


Short-List Road Intersection Improvement Solutions Evaluation

Criteria	Solution 12: Unsignalized separate truck access	Solution 14: New signalized full access to Parking garage	Solution 15: New unsignalized access on Yorkdale Rd (Yorkdale Greenway connecting to Dufferin St)
Natural Environment	●	●	●
Policy	◐	◐	●
Technical (Including Transportation)	◐	◐	◐
Economic	●	◐	●
Cultural / Social	◐	◐	●
Overall Evaluation	◐	◐	●
Recommendation	<p>CARRY FORWARD</p> <p>Solution 12 is recommended to be carried forward because it provides a dedicated access for goods movement that must be maintained to be separated from general traffic.</p>	<p>CARRY FORWARD</p> <p>Solution 14 is recommended to be carried forward as one of the new key access points to the Yorkdale Shopping Centre. Providing access to underground parking via this access will minimize traffic on the surface, improving the pedestrian and cyclist environment.</p>	<p>CARRY FORWARD</p> <p>Solution 15 is recommended to be carried forward as a proposed east-west public road to serve the expansion. This proposed east-west connection through the Yorkdale Shopping centre site from Yorkdale Rd to Dufferin St. will also accommodate recommended cycling facilities through the property.</p>



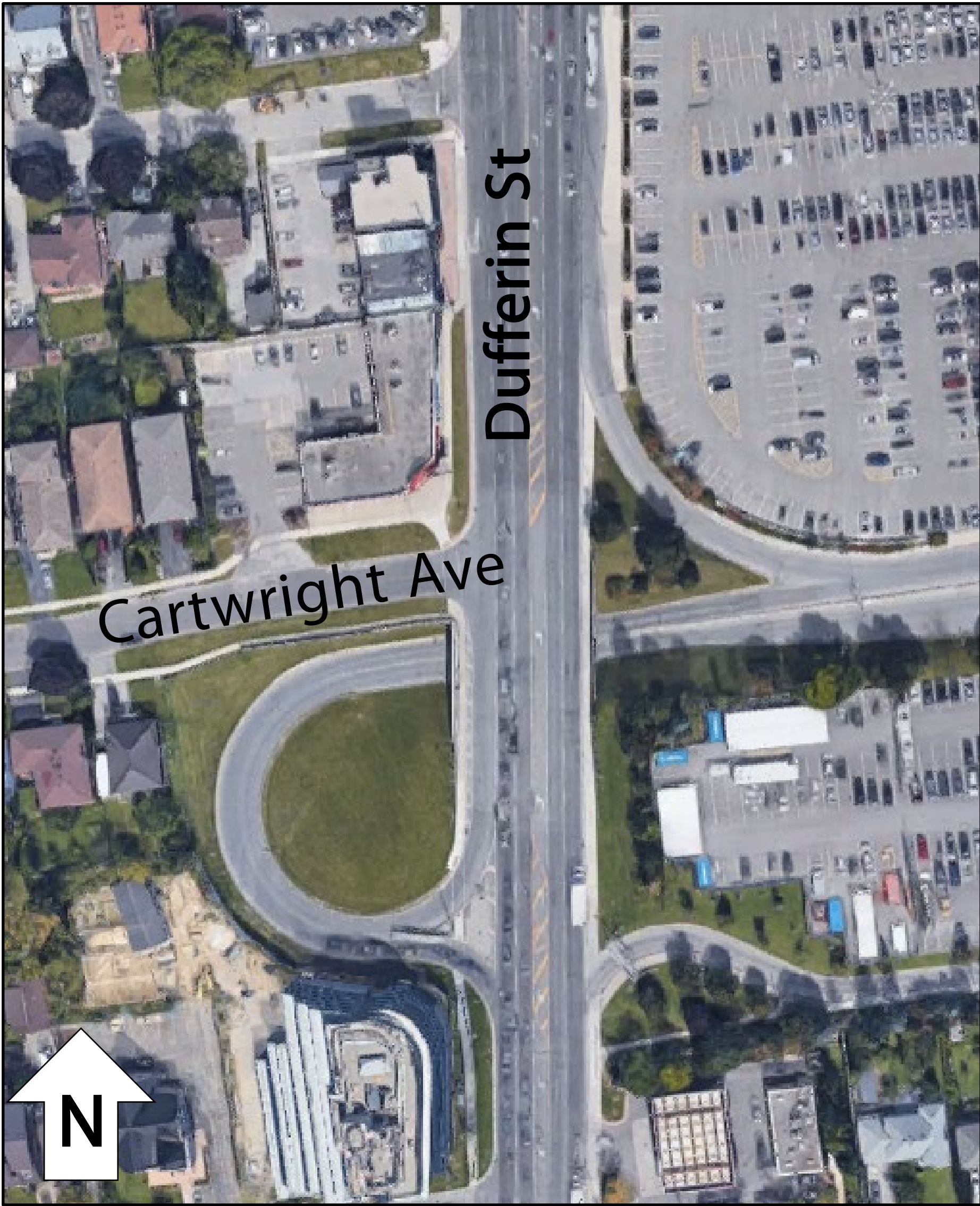
Should there be additional public roads and access points for Yorkdale Mall?



Short-List Road Intersection Improvement Solutions Evaluation

Criteria	Solution 13A: Do Nothing at McAdam Loop	Solution 13B: Street level 4-leg signalized intersection at Cartwright Ave with no McAdam Loop ramp
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>Solution 13A is not recommended to be carried forward because it does not provide a signalized and normalized intersection to accommodate pedestrian and cycling crossing of Dufferin. This option does not provide connectivity to Yorkdale Shopping Centre from Cartwright Ave. Also, it is not compatible with the Dufferin Street Secondary Plan policies.</p>	<p>Not Recommended</p> <p>Although compatible with the Dufferin Street Secondary Plan, Solution 13B is not recommended to be carried forward because it does not maintain McAdam Loop, which will be required to providing access capacity to Yorkdale. The alternative SBL access into the mall will result in long queues and delays which could extend and impact the through lanes on Dufferin.</p>

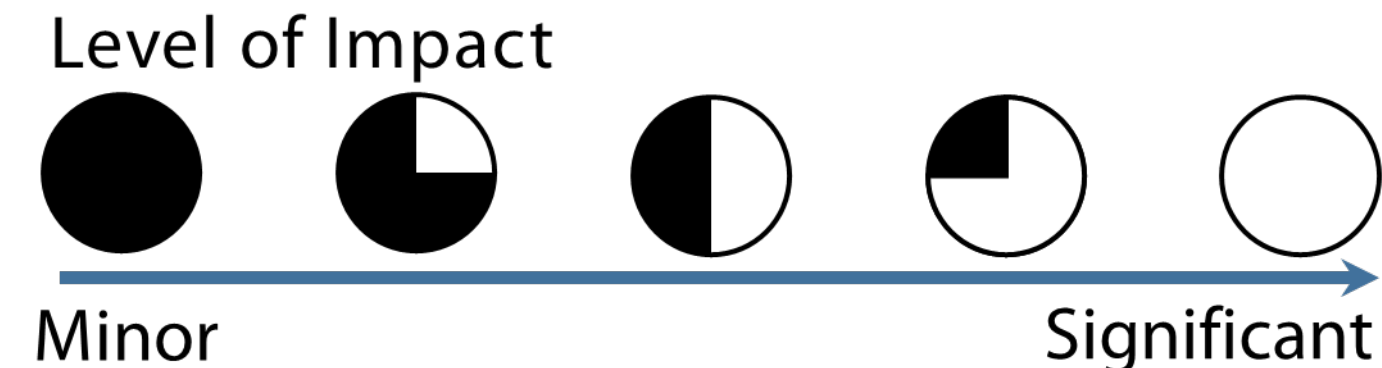
13A



13B

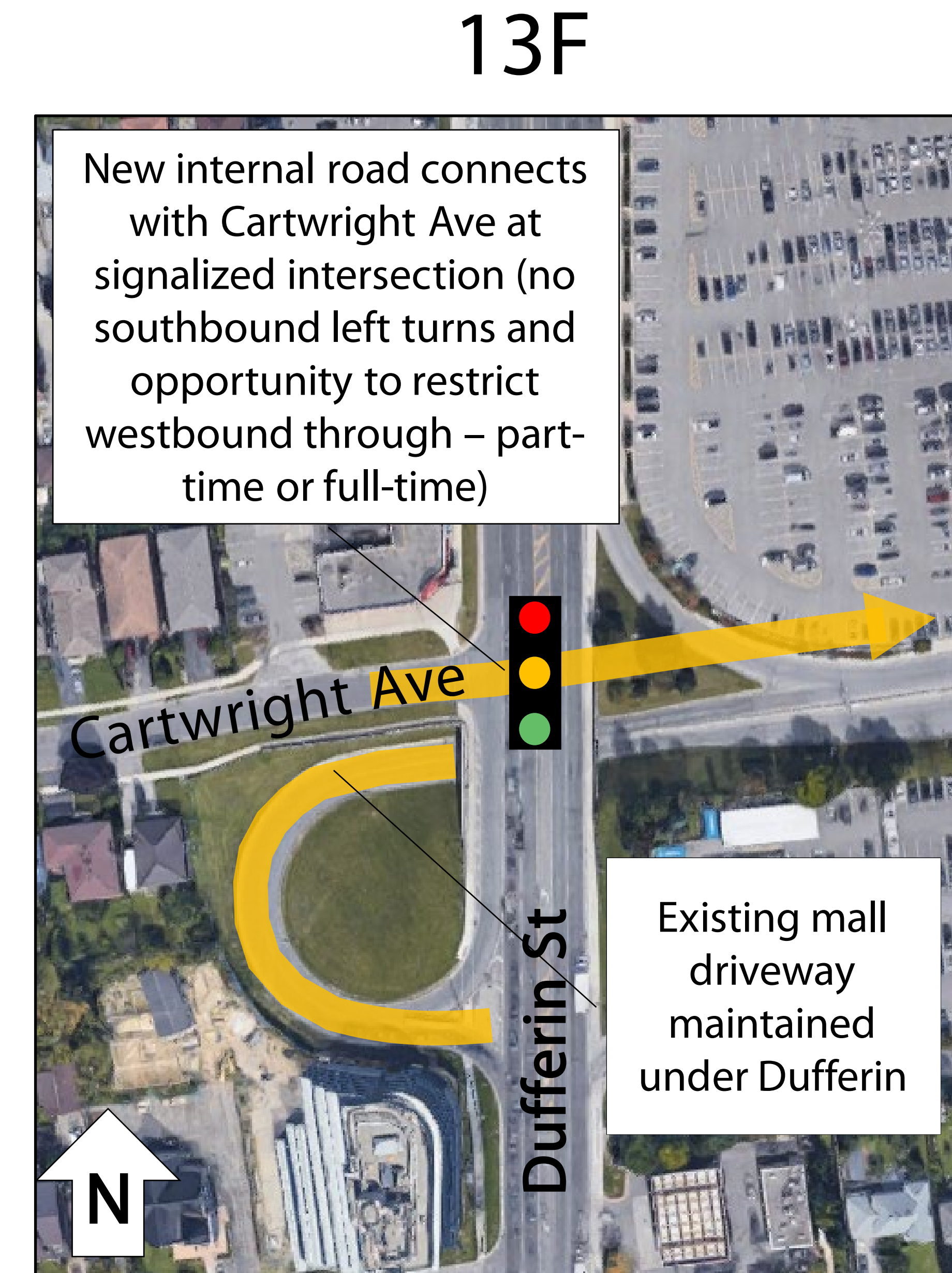


Are there other considerations for removing the McAdam loop?

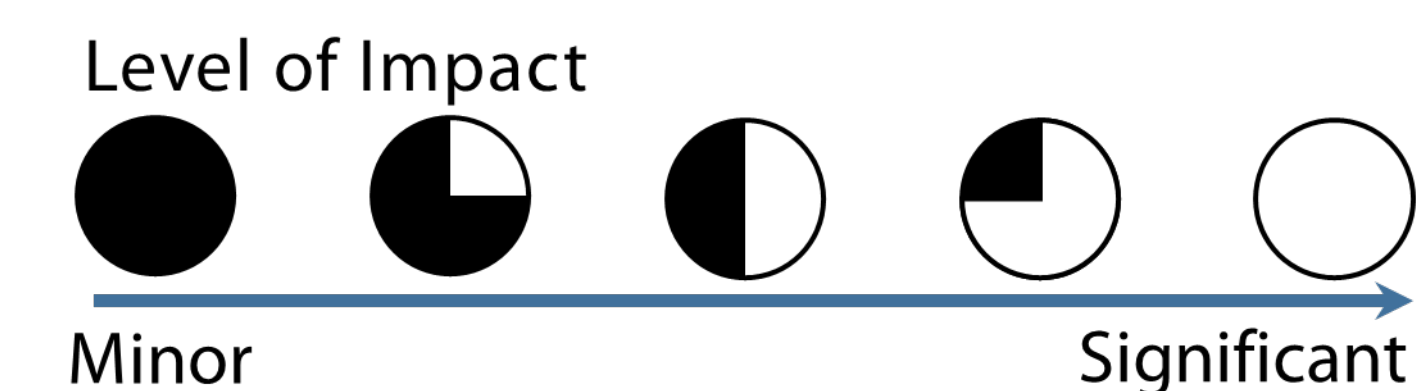


Short-List Road Intersection Improvement Solutions Evaluation

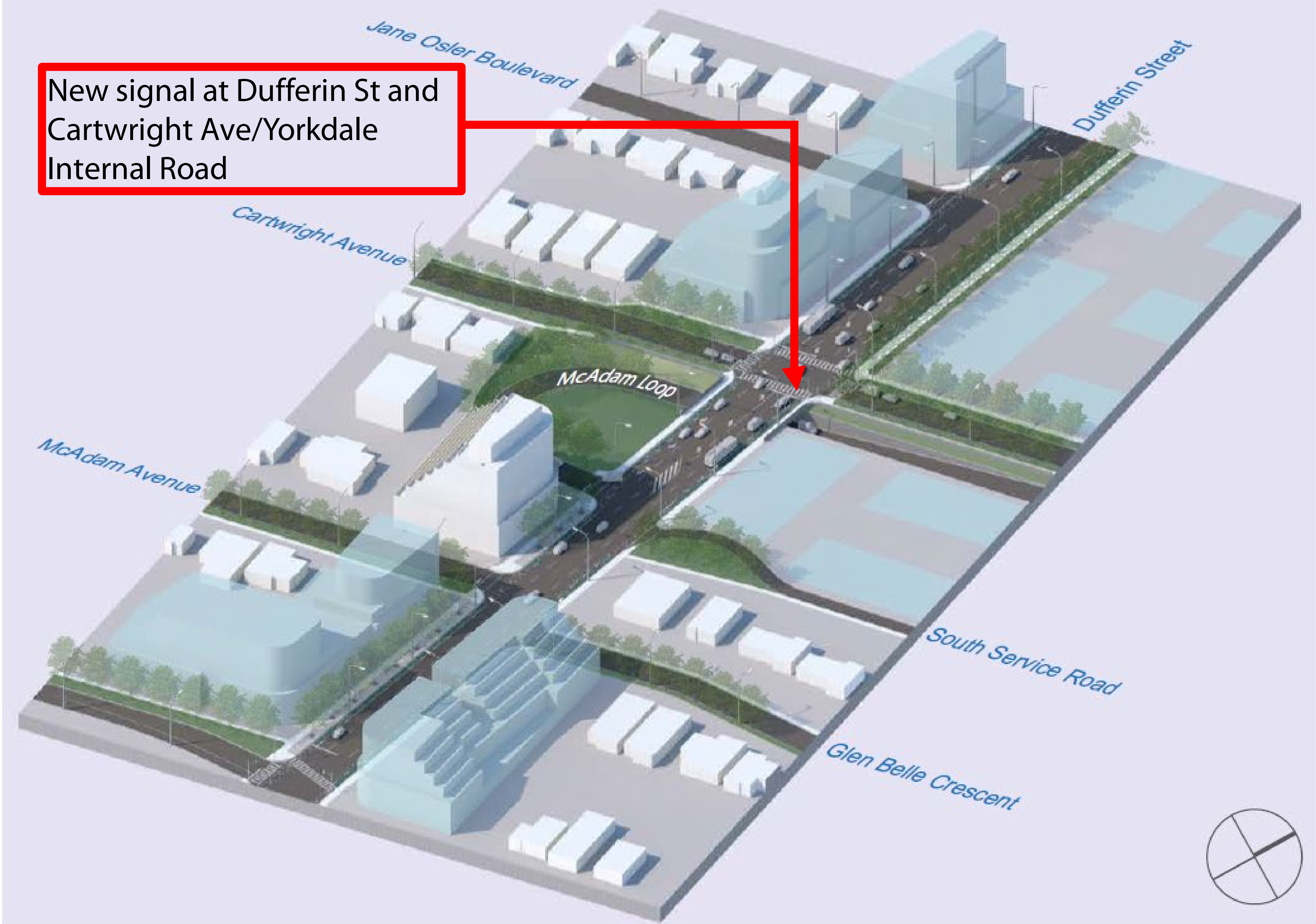
Criteria	Solution 13E: Maintain inbound and outbound access to McAdam Loop and signalized intersection at South Service Rd	Solution 13F: Maintain McAdam Loop with access to Yorkdale underground Parking, and signalized intersection at Cartwright Ave / Yorkdale mall access
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>Solution 13E is not recommended to be carried forward because this option does not provide connectivity to Yorkdale Shopping Centre from Cartwright Ave. Although South Service Rd would be realigned to provide a normalized intersection, southbound and westbound left turns would not be permitted. The pedestrian/cycling cross also would not lead to a public road to connect to the community to the west, as it would terminate on the west side of Dufferin.</p>	<p>CARRY FORWARD</p> <p>Solution 13F is recommended to be carried forward because it maintains McAdam Loop for access capacity, while also providing a signalized and normalized intersection to accommodate pedestrian and cycling facilities crossing Dufferin Street. This crossing provides connectivity to Yorkdale Shopping Centre from Cartwright Ave and is a better location for the connection compared with 13E. To maintain compatibility with the Dufferin Street Secondary Plan, there is a potential to deck the McAdam Loop to accommodate a park or Privately-Owned Publicly Accessible Spaces (POPS).</p>



Does the community have any comments/feedback on the recommended option 13F?



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



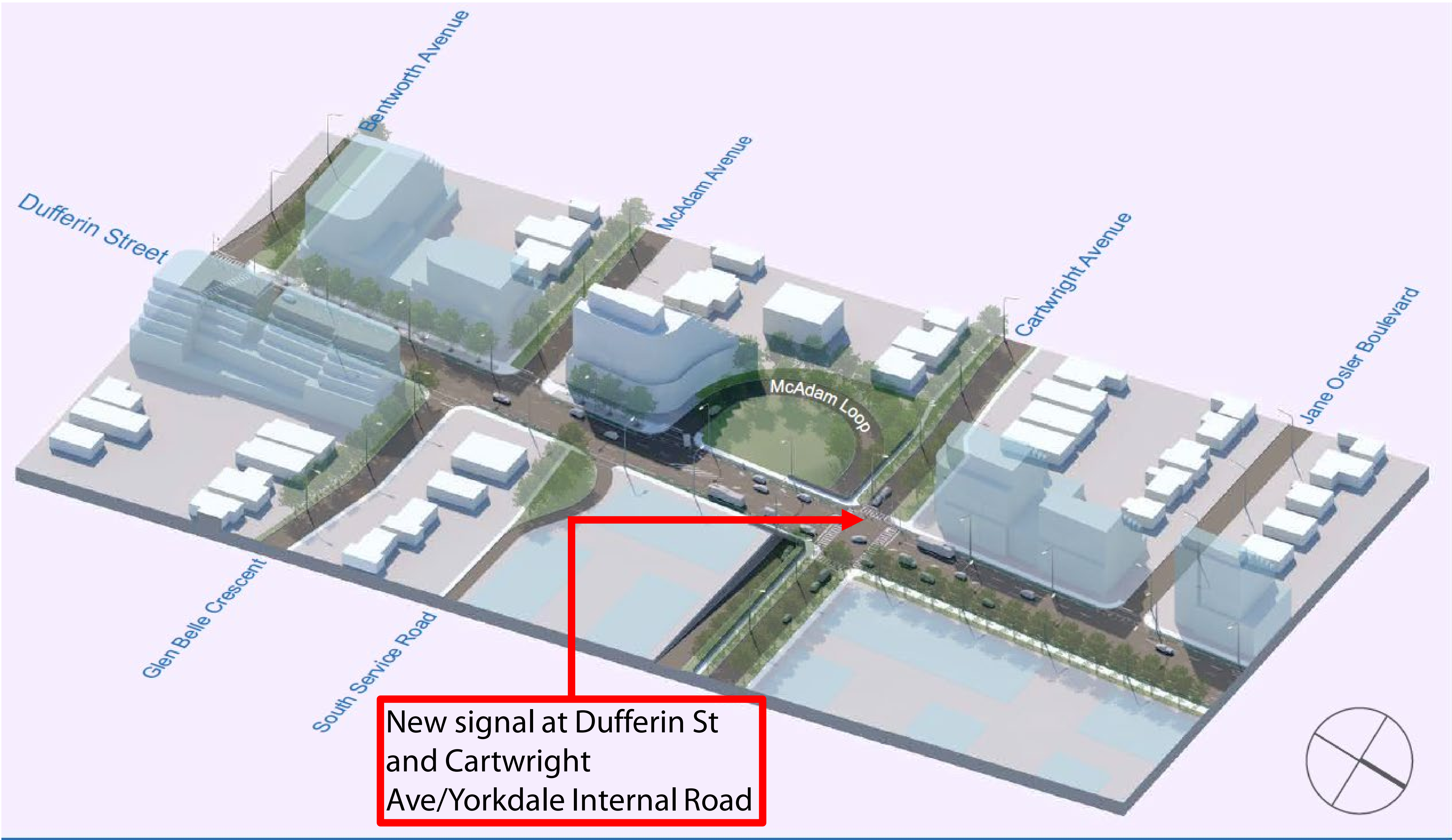
Yorkdale Transportation Master Plan

November 18, 2021



Proposed Signalized Intersection at Dufferin Street/Cartwright Avenue/Yorkdale Greenway and normalization of McAdam Loop Intersection: looking north

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



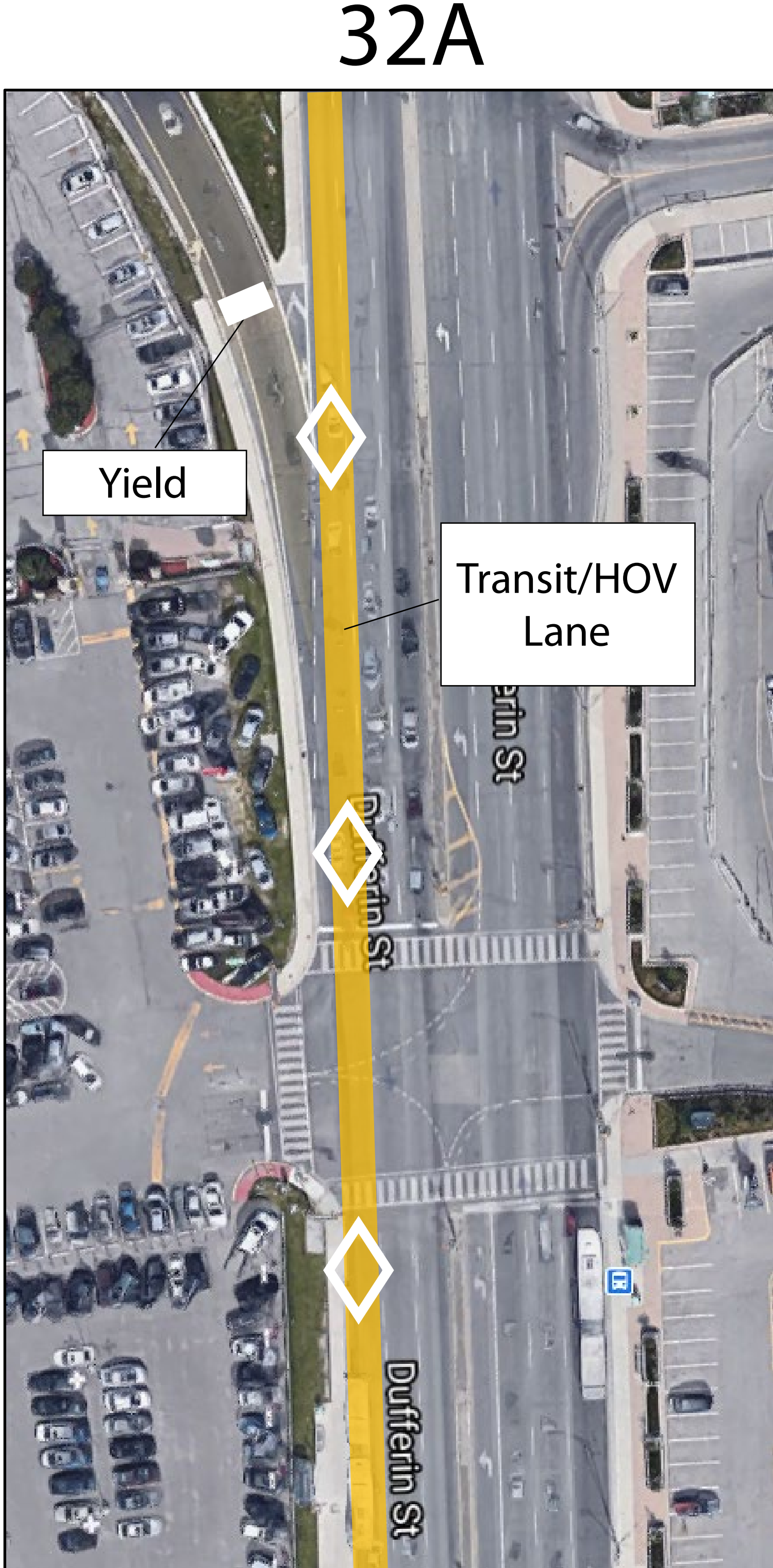
Yorkdale Transportation Master Plan

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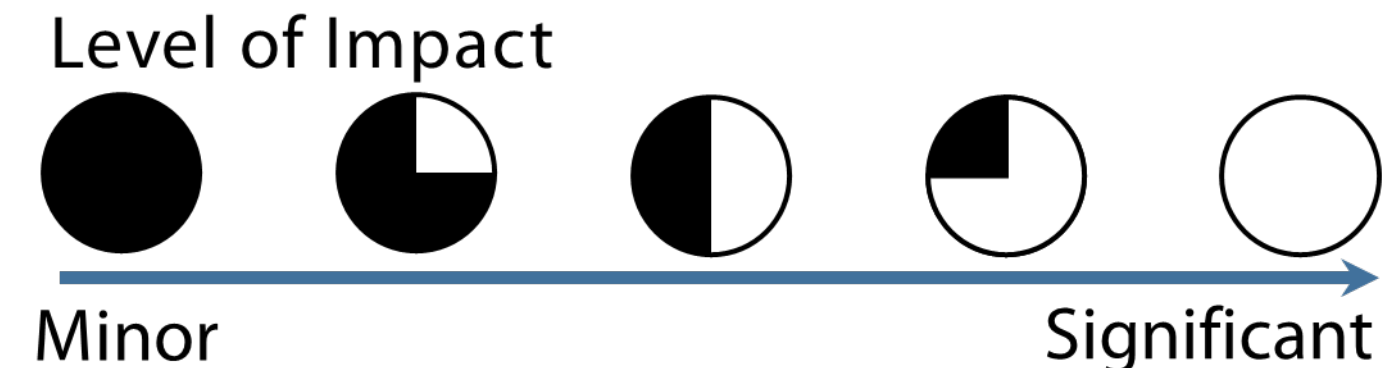
05 Proposed Signalized Intersection at Dufferin Street/Cartwright Avenue/Yorkdale Greenway and normalization of McAdam Loop Intersection: looking west

Short-List Road Intersection Improvement Solutions Evaluation

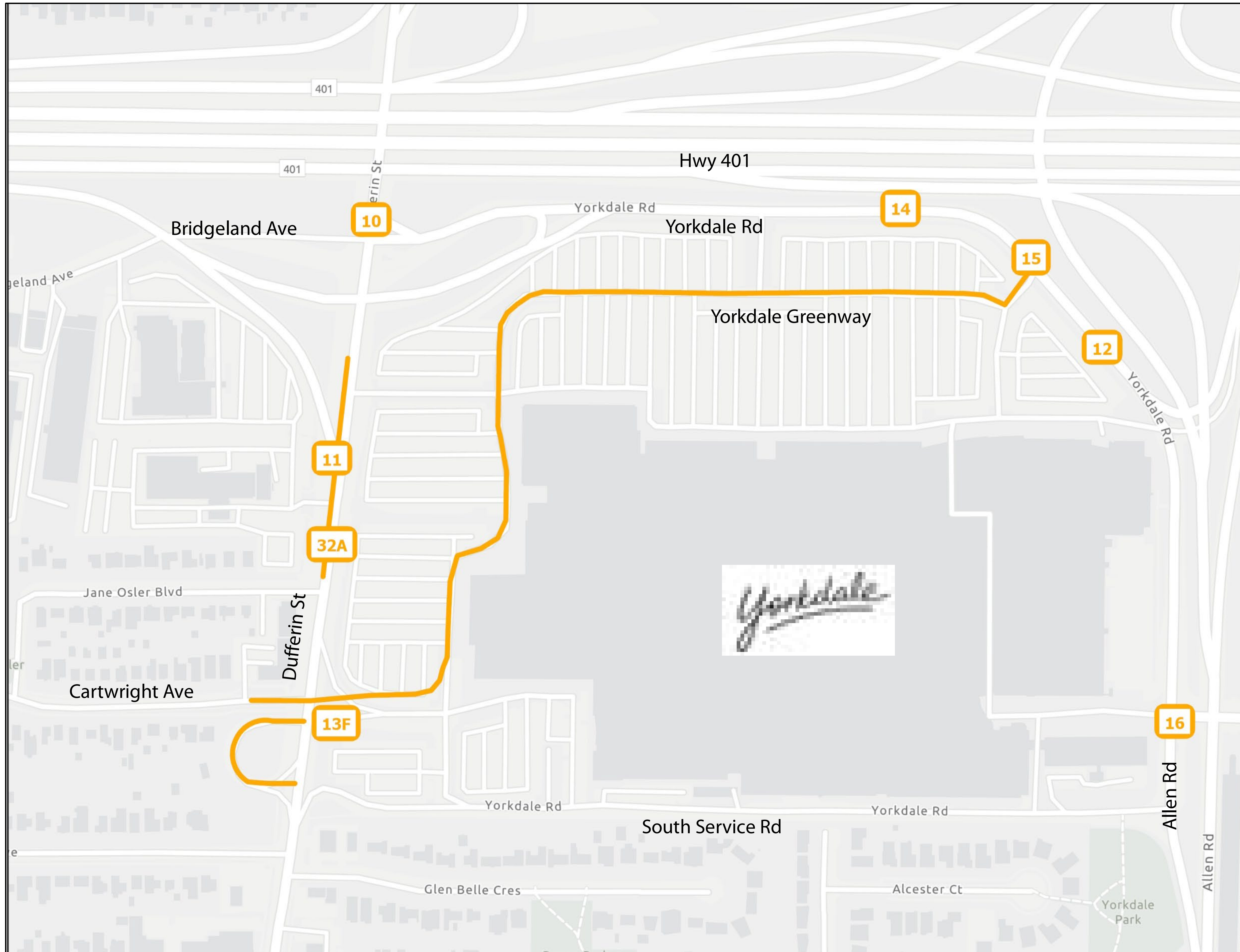
Criteria	Solution 32A: 401 EB off-ramp to Dufferin St – Retain Southbound Curb Lane for Transit / HOV	Solution 32B: 401 EB off-ramp to Dufferin St - closed curb lane north of ramp
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>CARRY FORWARD</p> <p>Solution 32A is recommended to be carried forward because priority goes to the Transit/HOV lane and pedestrians / cyclists, as ramp traffic is required to stop or yield to merge onto Dufferin St.</p>	<p>Not Recommended</p> <p>Solution 32B is not recommended to be carried forward because southbound capacity on Dufferin St would be reduced resulting in southbound queues on Dufferin.</p>



Should the lane be for transit only or for HOV 2+ or 3+?



Preferred Road Intersection Improvement Solutions



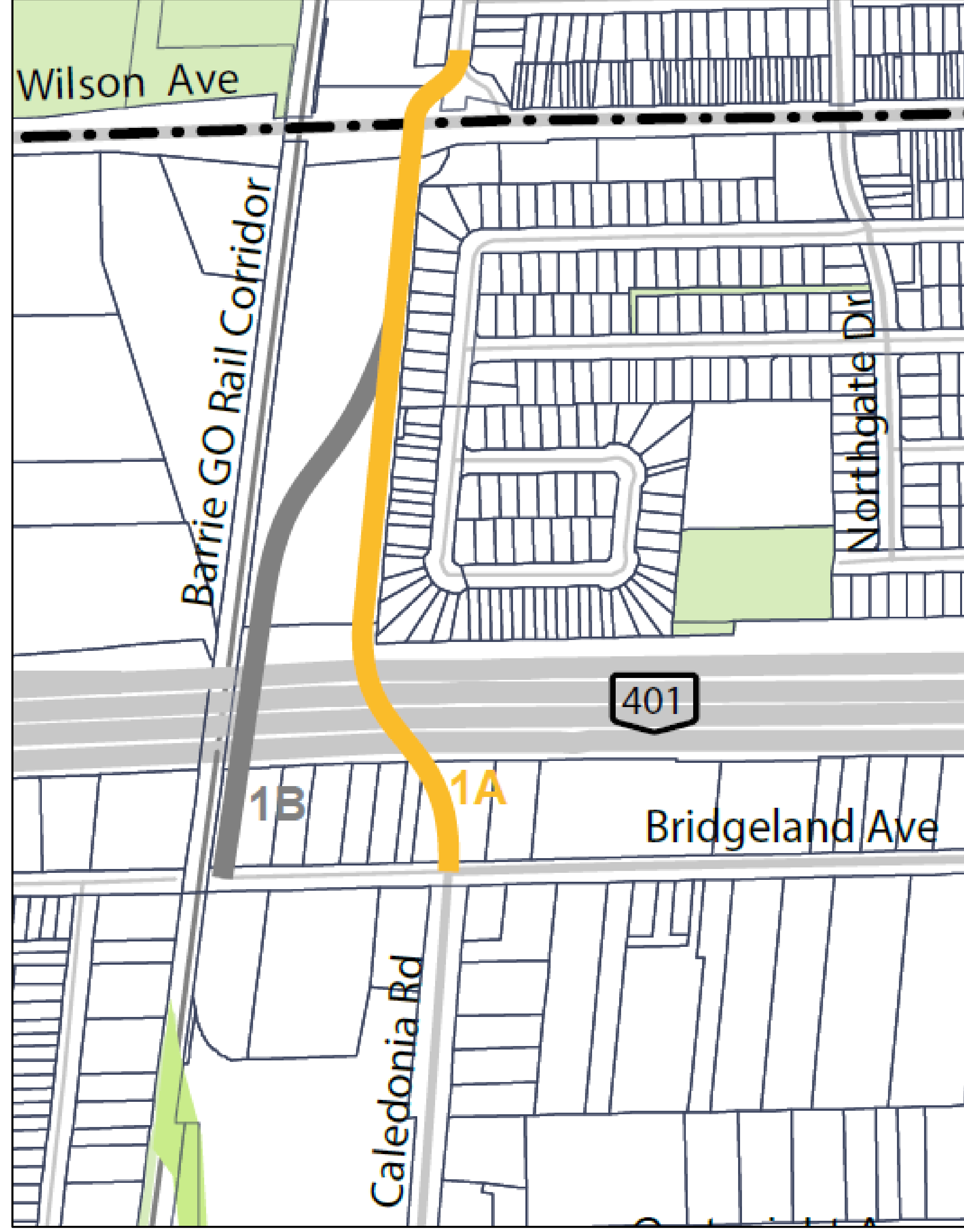
- **10:** Allow Southbound Left turn for all vehicles at the intersection of Dufferin St/Bridgeland Ave
- **11:** Honda Access and Yorkdale Access to be normalized (aligned) with no offset. Southbound left turn permitted with no possible movement from 401 off ramp
- **12:** Unsignalized separate truck access
- **13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Ave / Yorkdale mall access
- **14:** New signalized full access to Parking garage
- **15:** New unsignalized access on Yorkdale Rd (Yorkdale Greenway connecting to Dufferin St)
- **16:** Contra-flow southbound left-turn on Yorkdale Road
- **32A:** 401 EB off-ramp to Dufferin St – Retain Southbound Curb Lane for Transit / HOV

Questions?

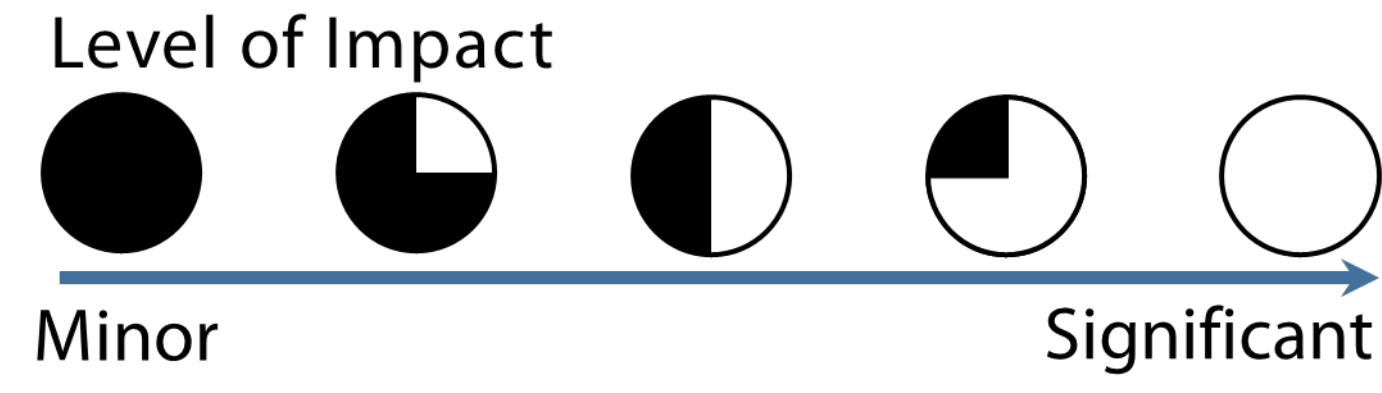
Short-List Road Infrastructure Solutions Evaluation

Short-List Road Infrastructure Solutions Evaluation

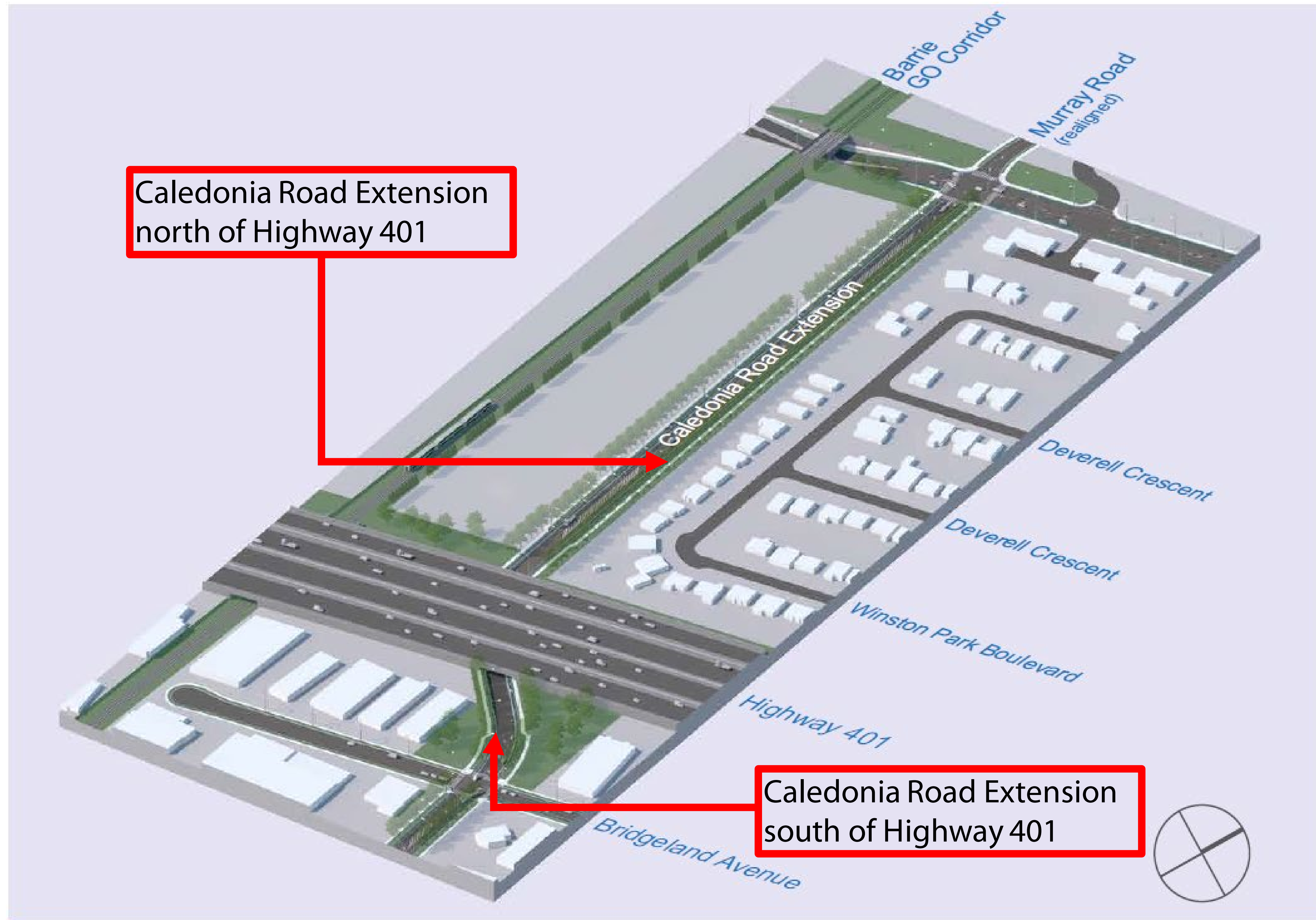
Criteria	Solution 1A: Caledonia Road Extension Under Highway 401	Solution 1B: Extension Under Highway 401 to Bridgeland
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>CARRY FORWARD</p> <p>Solution 1A is recommended to be carried forward because it provides an alternative north-south route (i.e. additional capacity) to Dufferin St and would divert traffic away from Dufferin St. Of the major road network improvements shortlisted, this solution has the least permanent impact on Highway 401. There is potential for transit (bus) route, as well as dedicated cycling facilities. This Solution also results in a continuous Caledonia Rd providing another crossing of Highway 401, which is an existing barrier in the study area.</p>	<p>Not Recommended</p> <p>Solution 1B would provide similar benefits as Solution 1A; however, this alignment option which was proposed to leverage the Barrie GO rail underpass, results in a non-direct route and would terminate at a T-intersection with Bridgeland Ave. The alignment would negatively affect the attractiveness for traffic to divert from Dufferin.</p>



Are there better alternative alignments or connections for Caledonia extension?



Solution 1A: Caledonia Road Extension Under Highway 401



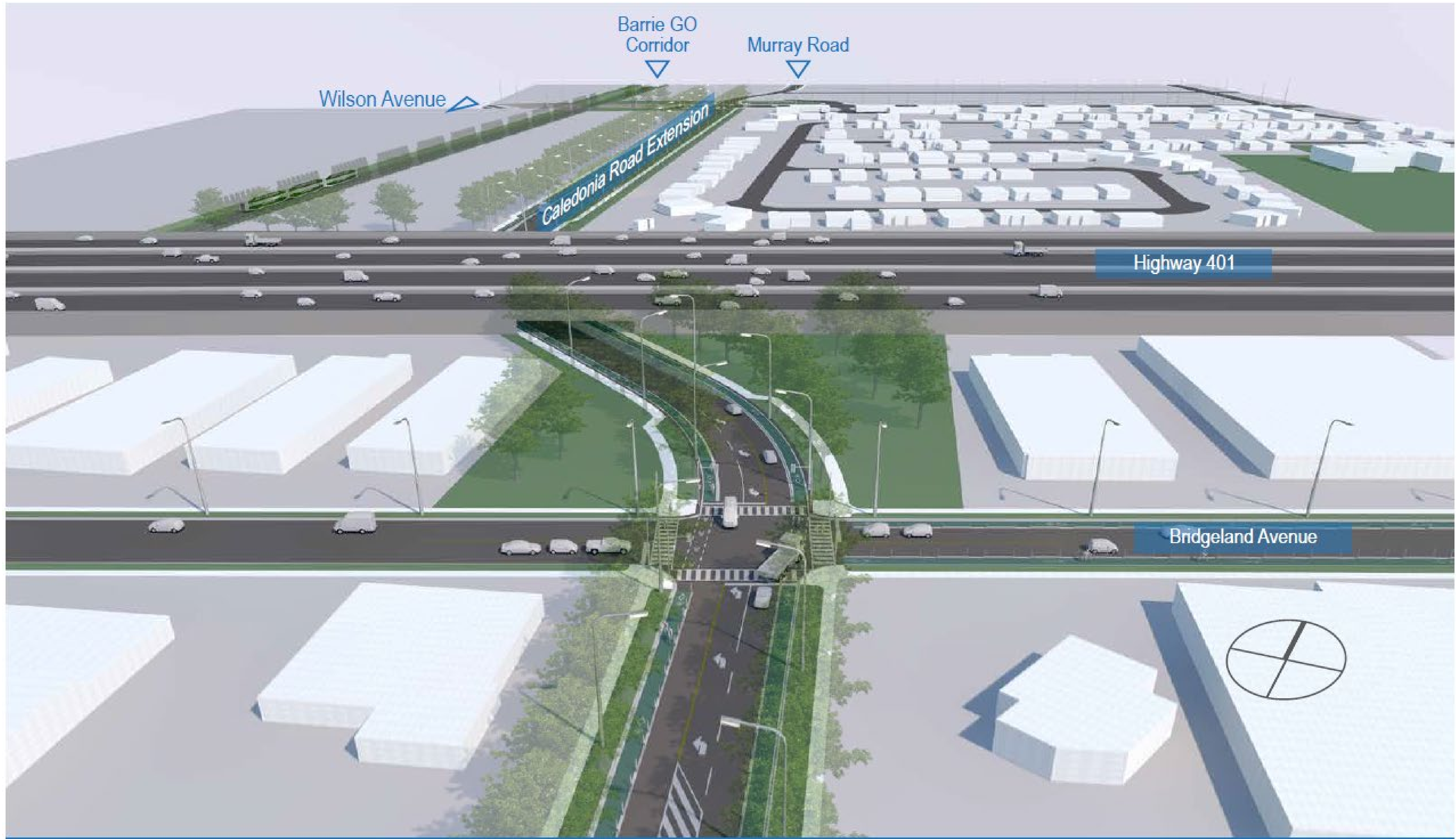
Yorkdale Transportation Master Plan

November 18, 2021

02 Proposed Caledonia Road Extension under Highway 401 connecting Bridgeland Avenue and Wilson Avenue/Murray Road: looking north

Yorkdale Transportation Master Plan

Solution 1A: Caledonia Road Extension Under Highway 401



Yorkdale Transportation Master Plan

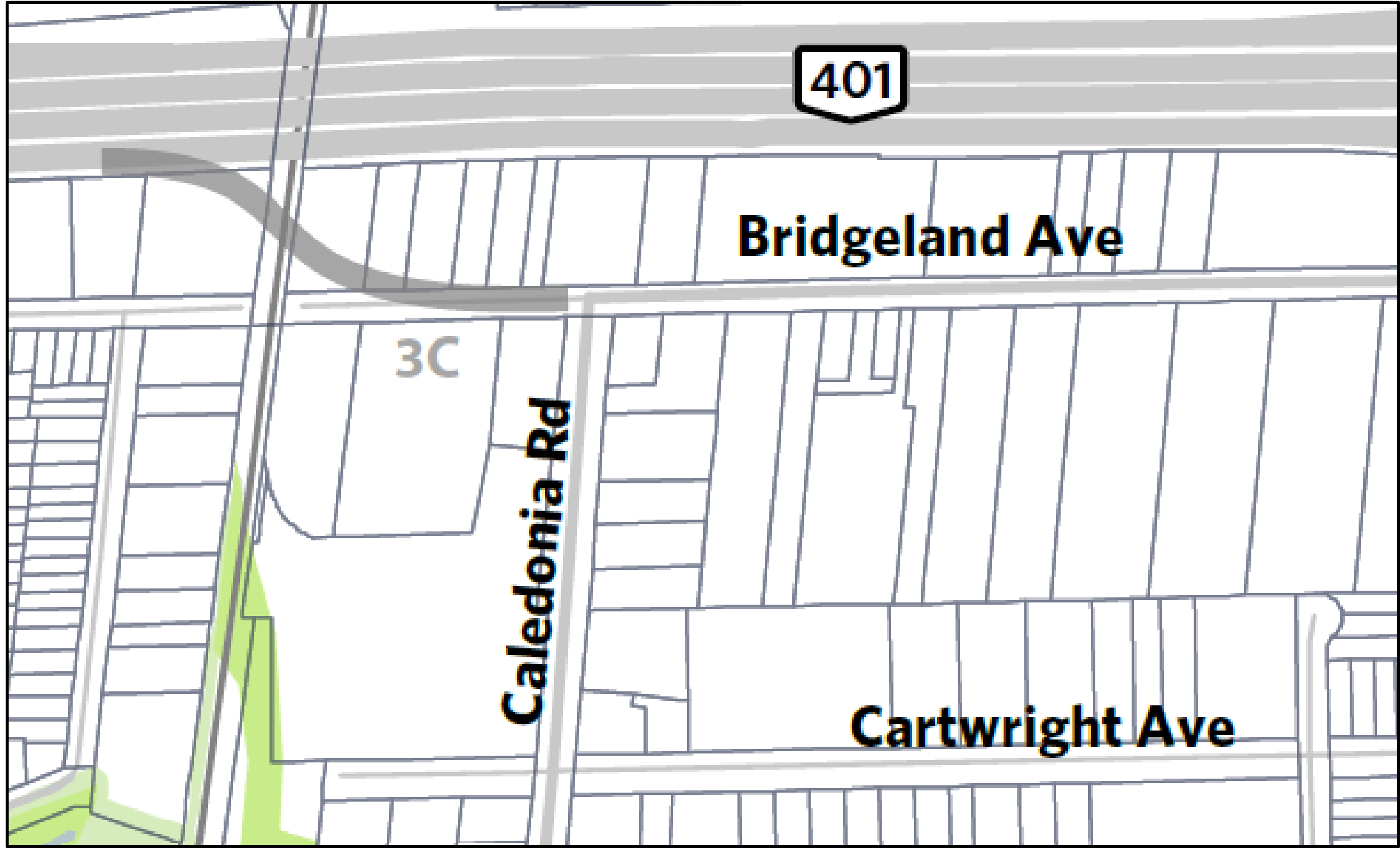
November 18, 2021



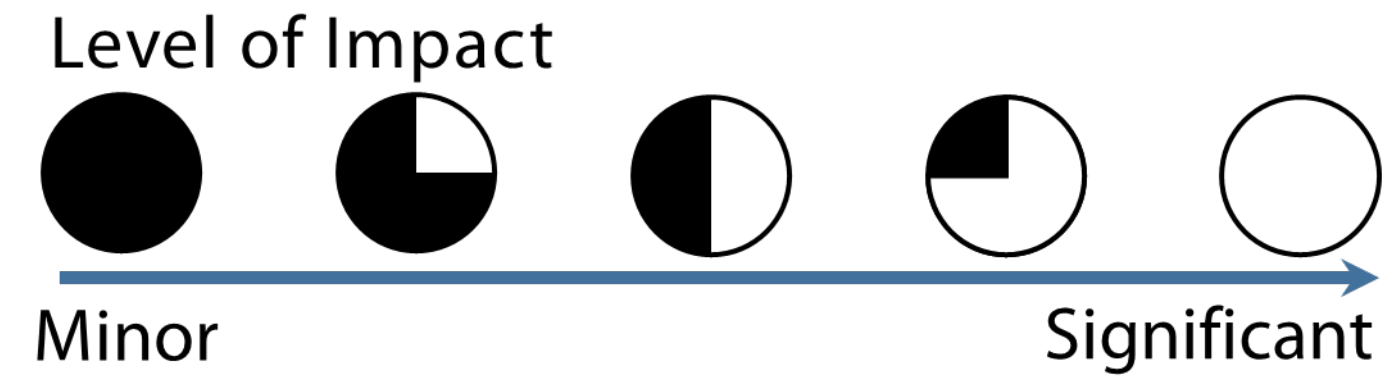
Proposed Caledonia Road Extension under Highway 401 connecting Bridgeland Avenue and Wilson Avenue/Murray Road: looking north

Short-List Road Infrastructure Solutions Evaluation

Criteria	Solution 2B: East-West Road Connection Rustic Avenue to Cartwright Avenue	Solution 3C: New Highway 401 EB Off- Ramp to Bridgeland Avenue
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>Solution 2B is not recommended to be carried forward as the overpass cannot connect back to Rustic at-grade in time to maintain connections with Connie St or Jocada Rd. (Connie St and Jocada Rd would need to be converted to cul-de-sacs). While the grade separate will attract traffic from the parallel arterial roads to the north and south, and there would be significant impacts to the stable residential neighbourhood (with increased infiltration traffic), industrial, and park lands to the north and south of Rustic Rd.</p>	<p>Not Recommended</p> <p>Solution 3C is not recommended to be carried forward because of the significant impacts to the industrial lands to south of Highway 401 and the ramp alignment is not technically feasible with respect to ramp spacing (i.e. too close to Keele on ramp) on Highway 401. The proposed off ramp and the Keele on ramp space could also necessitate widening of Highway 401 to introduce an auxiliary lane.</p>

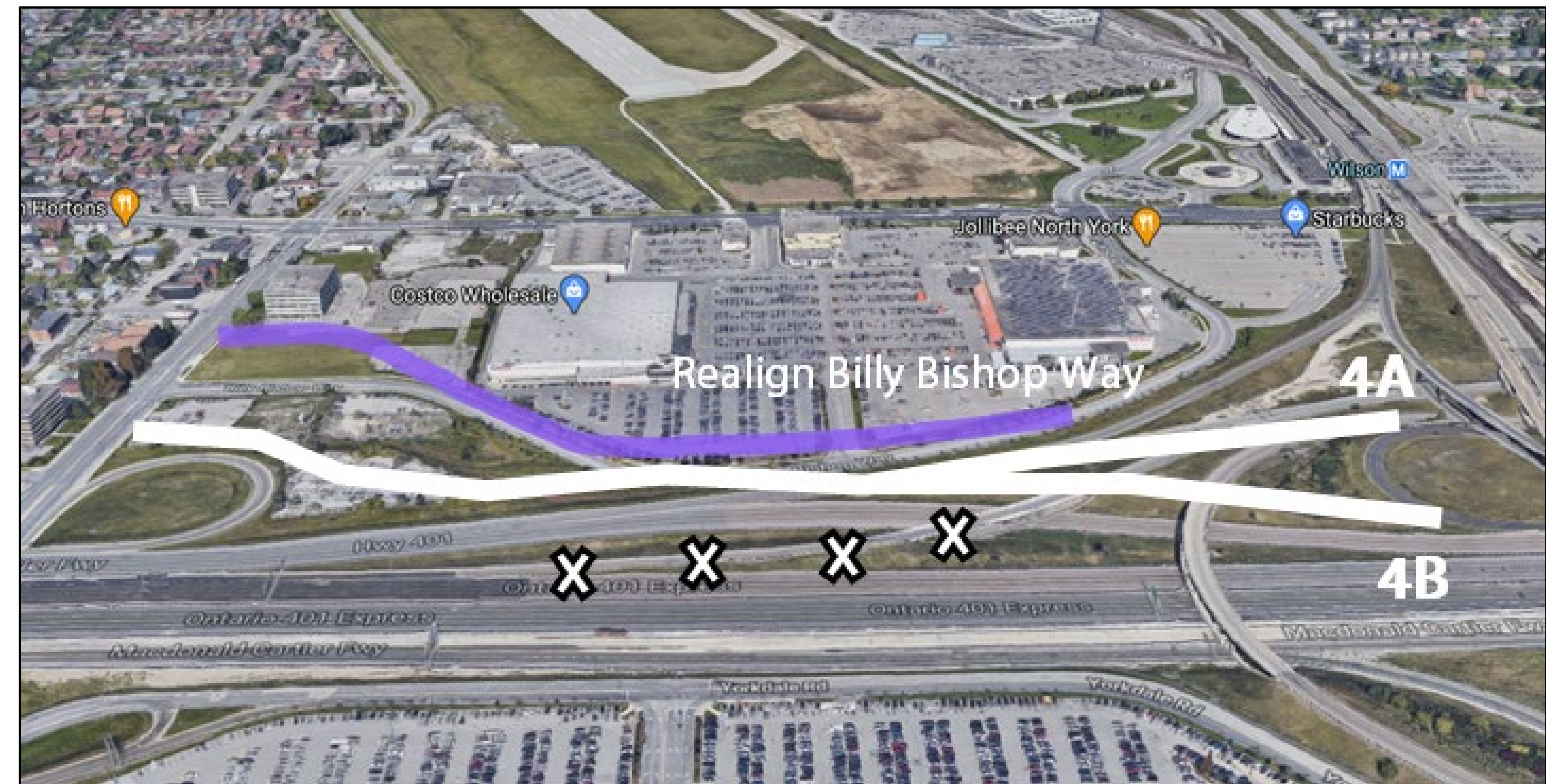


Are there other locations for crossing Barrie GO Rail Corridor within the study area?

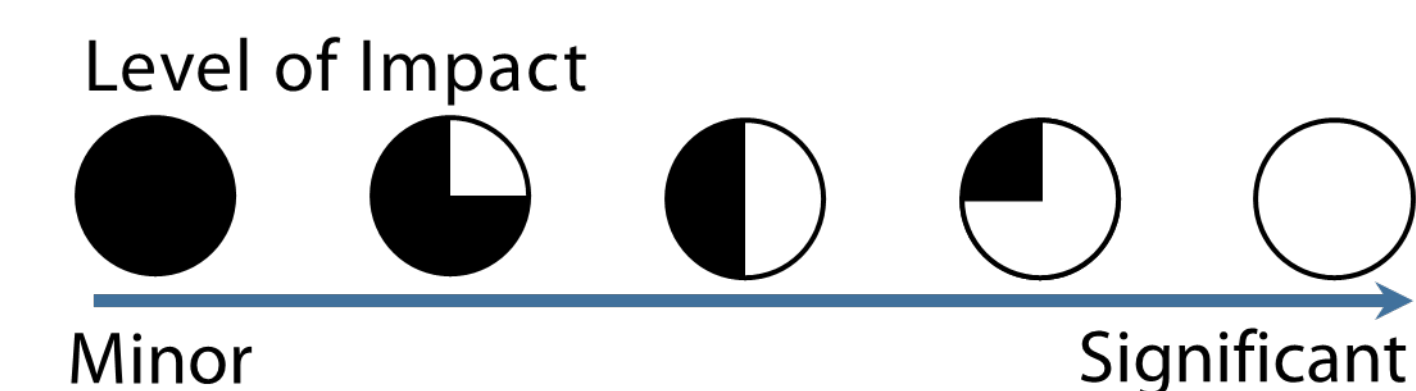


Short-List Road Infrastructure Solutions Evaluation

Criteria	Solution 4A: Highway 401 WB Off-Ramp to Dufferin Street	Solution 4B: Highway 401 WB Off-Ramp to Dufferin Street
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>While a technically feasible ramp alignment was demonstrated for Solution 4A at a conceptual level and there would be benefits to the travel patterns to the study area, the alignment would have significant property impacts to lands that are subject of development applications east of Dufferin St. There could also be impacts to lands north of Billy Bishop Way due to the realignment of Billy Bishop Way to accommodate signal spacing on Dufferin St between the proposed off ramp intersection and Billy Bishop Way. Lastly, the alignment requires closing the Allen S to 401 W express lane ramp. While this would improve 401 mainline operations on the express, the 401 mainline operations on the collector would be impacted.</p>	<p>Not Recommended</p> <p>Solution 4B is not recommended to be carried forward due to similar reasons as Solution 4A.</p>

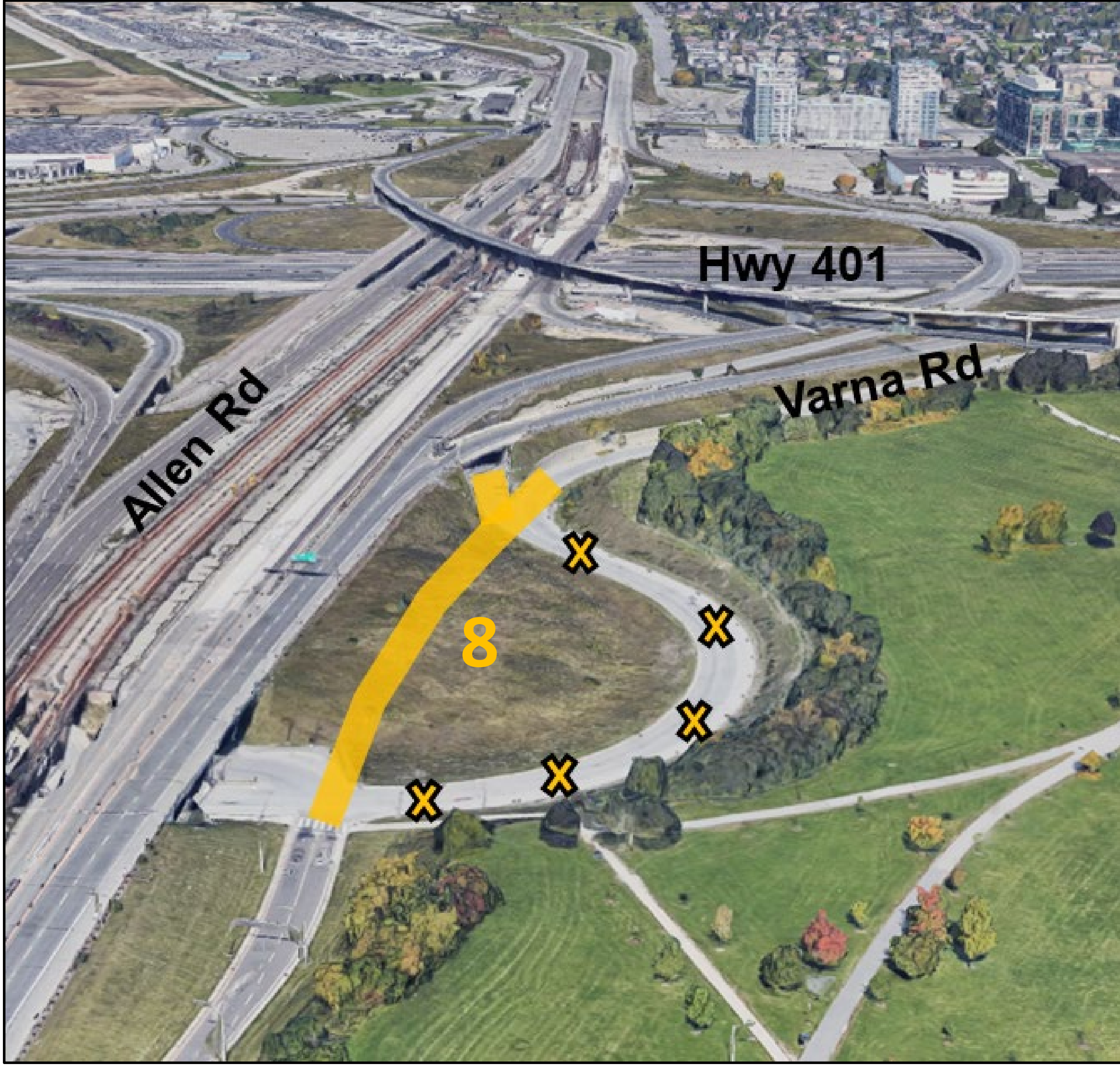
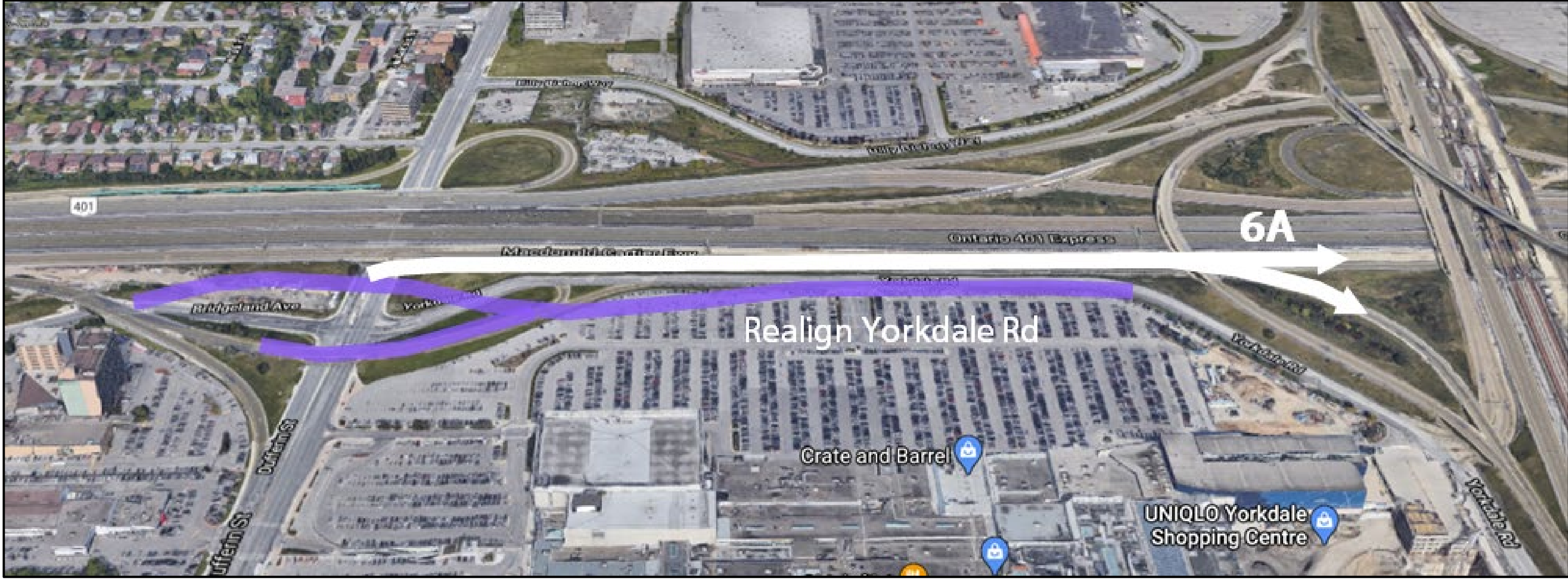


Are there any other considerations that would justify proceeding with the proposed ramps?

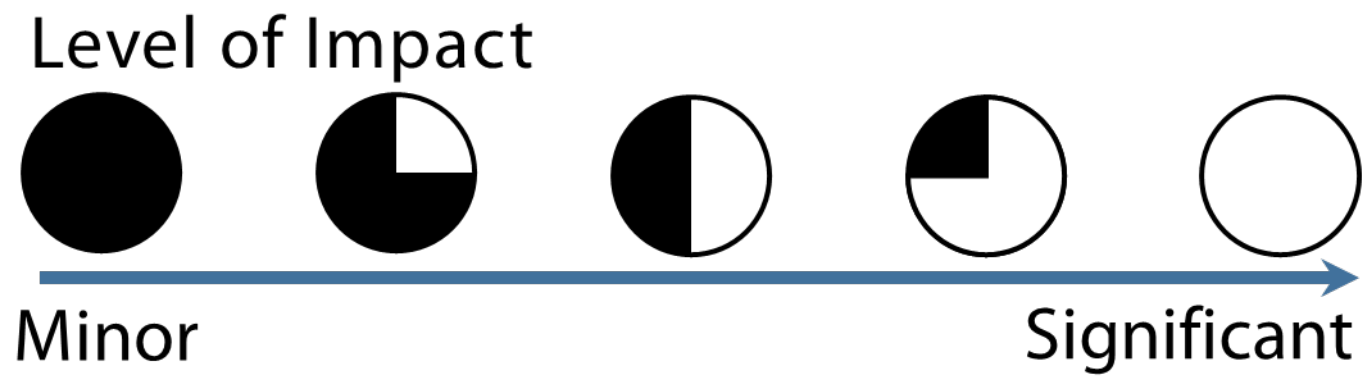


Short-List Road Infrastructure Solutions Evaluation

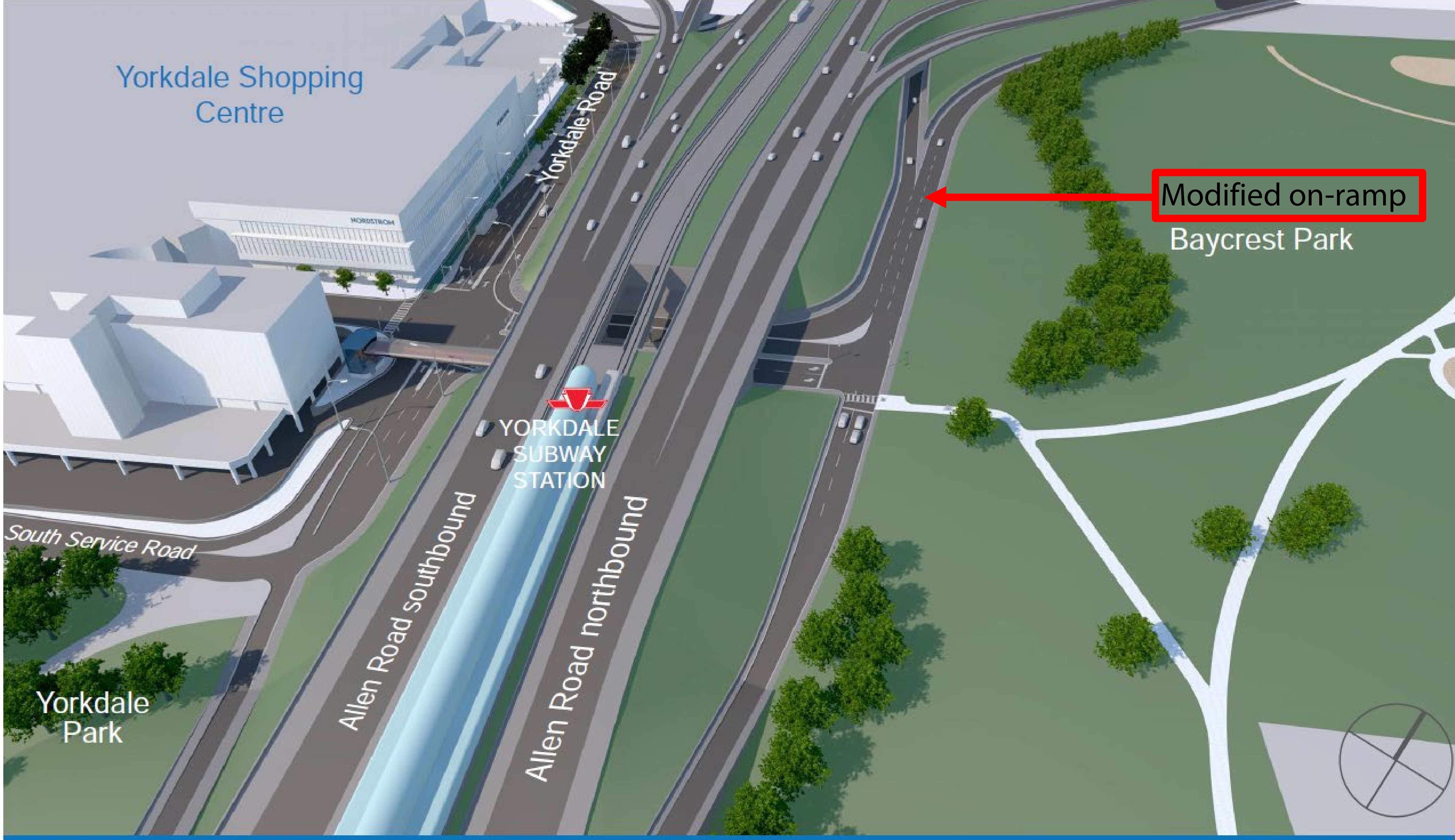
Criteria	Solution 6A: New EB On-Ramp Dufferin Street to Highway 401	Solution 8: Modified On-Ramp to NB Allen Rd, WB Highway 401, and EB Highway 401
Natural Environment		
Policy		
Technical (Including Transportation)		
Economic		
Cultural / Social		
Overall Evaluation		
Recommendation	<p>Not Recommended</p> <p>Solution 6A is not recommended to be carried forward based on development of conceptual alignments to connect with Highway 401 EB lanes that are not geometrically feasible. The introduction of the EB on ramp on Dufferin is feasible but requires shifting of the Bridgeland intersection to the south. There would also be insufficient spacing on Highway 401 EB to add an EB on ramp with the proximity of the off-ramp lanes to Allen Road. The attractiveness of this on ramp in diverting traffic away from Yorkdale Road and infiltration is evident but does not outweigh the technical feasibility challenges.</p>	<p>CARRY FORWARD</p> <p>Solution 8 is recommended to be carried forward because it aligns with the Lawrence Allen Secondary Plan Policy and TMP. It is also compatible with Oxford's proposal to improve exit capacity from Yorkdale via contraflow lanes. The ramp realignment will benefit expansion of the Baycrest Park and accommodate the City's proposed Varna Rd extension, with minor impact to the ramp operations.</p>



Are there any other considerations for carrying forward solution #6A despite the impacts?



Solution 8: Modified On-Ramp to NB Allen Rd, WB Highway 401, and EB Highway 401

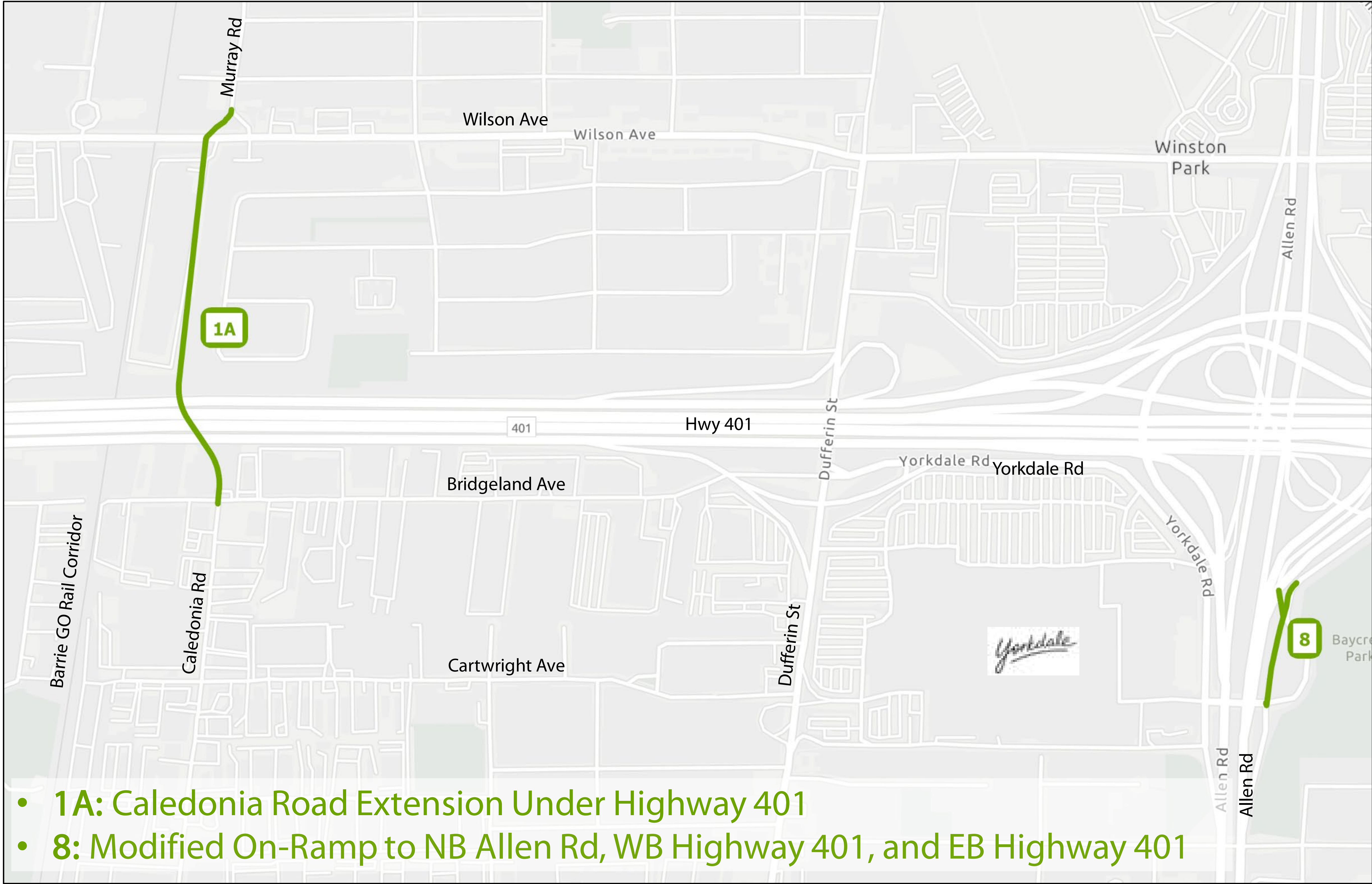


Yorkdale Transportation Master Plan

November 18, 2021

10 Proposed realignment of Highway 401/Allen Road North access road adjacent to Baycrest Park: looking north

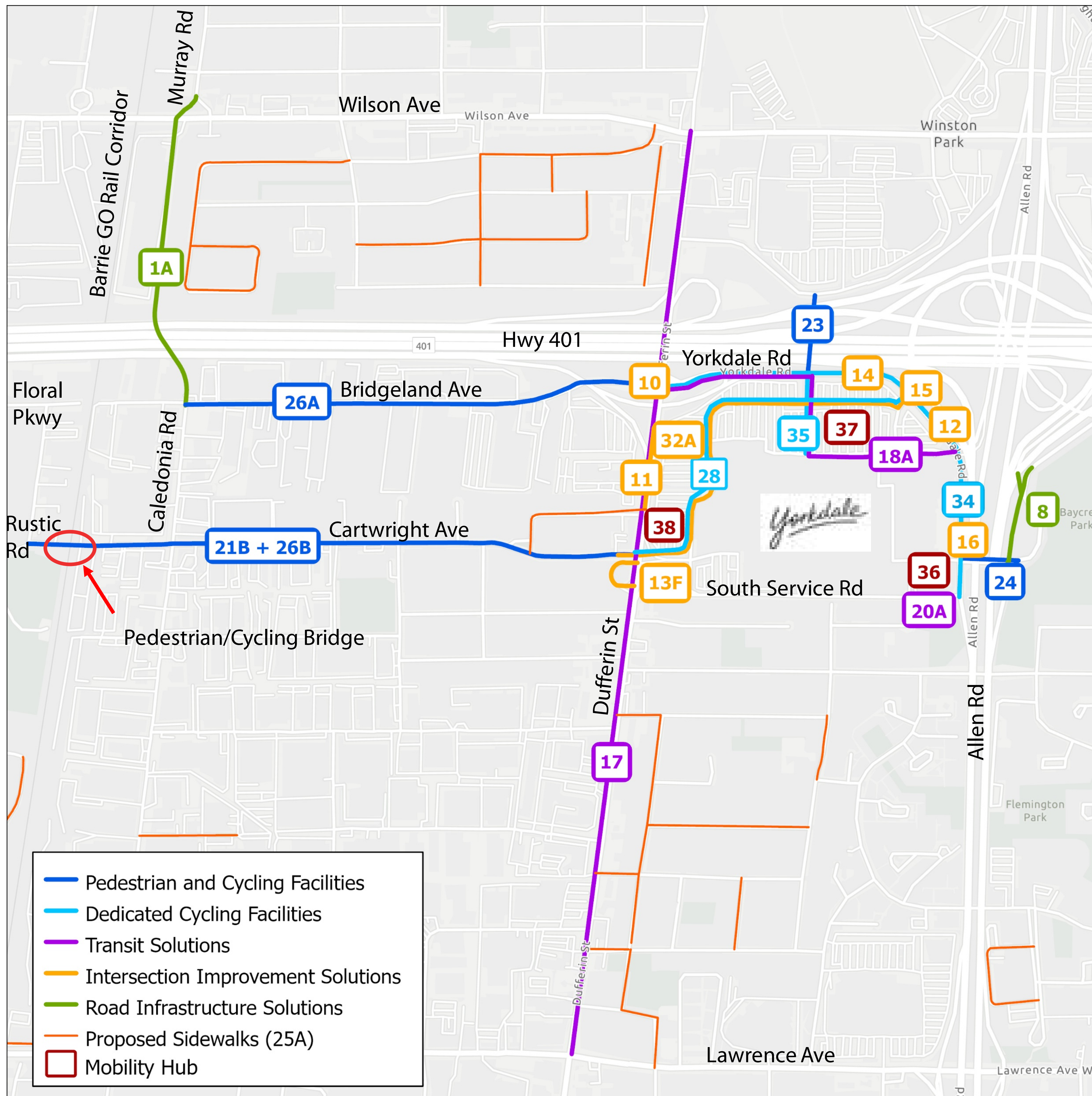
Preferred Road Infrastructure Solutions



- **1A:** Caledonia Road Extension Under Highway 401
- **8:** Modified On-Ramp to NB Allen Rd, WB Highway 401, and EB Highway 401

Questions?

Overall Preferred Network Improvement Solutions



Pedestrian and Cycling Facilities Improvements:

- **26A:** Pedestrian and Cycling Facilities from Dufferin St to Caledonia Rd
- **21B:** Pedestrian and Cycling Bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Rd to Cartwright Ave
- **26B:** Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue
- **23:** Pedestrian and Cycling Bridge (north-south) over Highway 401 connecting Yorkdale Rd to Billy Bishop Way
- **24:** Baycrest Park Pedestrian / Cycling Switchback Ramp/Stairs
- **25A:** Add sidewalks to local roads with no sidewalks
- **28:** East-west Cycling facilities on Yorkdale Greenway
- **34:** Cycling facilities on Yorkdale Rd
- **35:** North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Rd to Yorkdale High Street
- **36:** Large scale mobility hub – rideshare and bikeshare (GO Bus Terminal)
- **37:** Small Scale mobility hub – bikeshare (Yorkdale Green)
- **38:** Small Scale mobility hub - bikeshare (Dufferin Park)

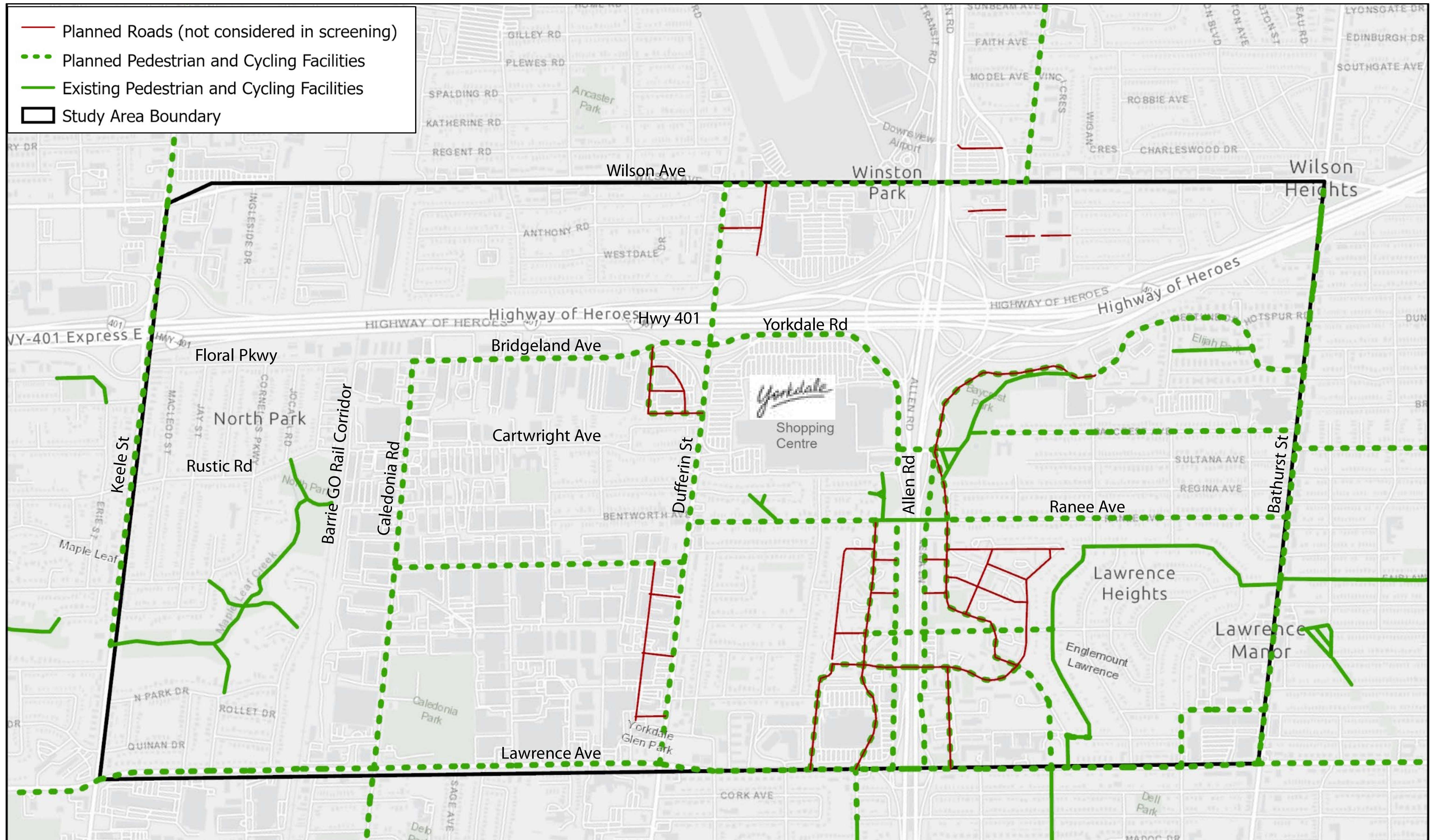
Transit Improvements:

- **17:** Dufferin St Transit Priority (Transit/HOV Lane) – from Dufferin St Secondary Plan
- **18A:** Two-way bus service on Yorkdale Rd – Yorkdale Greenway to Street B
- **20A:** Retention and expansion of the GO Bus Terminal

Road Improvements:

- **1A:** Caledonia Road Extension Under Highway 401
- **8:** Modified On-Ramp to NB Allen Rd, WB Highway 401, and EB Highway 401
- **10:** Allow Southbound Left turn for all vehicles at the intersection of Dufferin St/Bridgeland Ave
- **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:** Unsignalized separate truck access
- **13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Ave / Yorkdale mall access
- **14:** New signalized full access to Parking garage
- **15:** New unsignalized access on Yorkdale Rd (Yorkdale Greenway connecting to Dufferin St)
- **16:** Contra-flow southbound left-turn on Yorkdale Road
- **32A:** 401 EB off-ramp to Dufferin St – Retain Southbound Curb Lane for Transit / HOV

Planned Road Improvements from Approved Secondary Plans and Studies



Policy Recommendations

Policy Recommendations

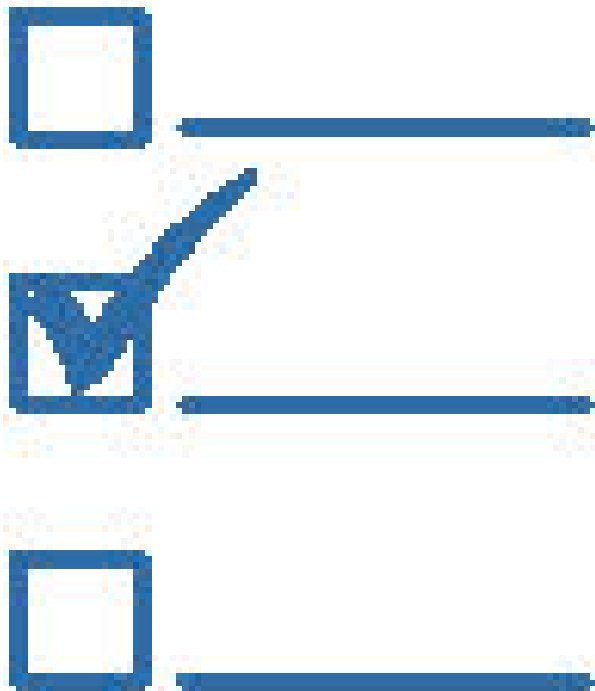
To support future development, at least 50% non-auto mode share for peak evening trip destinations and 60% for evening trip origins will be required. To achieve this, the following improvements are necessary:

- **Pedestrian and Cycling Facilities Improvements:**
 - **Solution 26A:** Pedestrian and Cycling Facilities from Dufferin St to Caledonia Rd (on Bridgeland Ave)
 - **Solution 21B:** Pedestrian and Cycling Bridge (east- west) over rail corridor - Connecting Rustic Rd to Cartwright Ave
 - **Solution 26B:** Continuation of Pedestrian and Cycling Facilities from 21B along Cartwright Avenue
 - **Solution 25A:** Add sidewalk to roads with no sidewalk
 - **Solution 23:** Pedestrian and Cycling Bridge (north-south) over Hwy 401 – Connecting Yorkdale Rd to Billy Bishop Way (long-term improvement supports additional 5% on top of 5% non-auto mode share assumed for 2041)
 - **Solution 28:** East-west Cycling facilities on Yorkdale Greenway
 - **Solution 34:** Cycling facilities on Yorkdale Rd
 - **Solution 35:** North-south Cycling connection through Yorkdale Shopping Centre - Yorkdale Rd to Yorkdale
 - **Solution 36:** Large scale mobility hub – carshare and bikeshare (GO Bus Terminal)
 - **Solution 37:** Small Scale mobility hub – bikeshare (Yorkdale Green)
 - **Solution 38:** Small Scale mobility hub - bikeshare (Dufferin Park)
- **Transit Improvements:**
 - **Solution 17:** Dufferin St Transit Priority (Transit/HOV Lanes)
 - **Solution 18A:** Two-way service on Yorkdale Rd – Yorkdale Greenway to Street B
 - **Solution 20A:** Retention and expansion of the GO Bus Terminal
- **Dufferin Street Secondary Plan Policy Modifications**
 - **Solution 13F:** Retain and normalize McAdam Loop; however, ownership should be transferred to Oxford
- **Travel Demand Management Measures**

Transportation Demand Management (TDM)

1. Innovative Mobility Plan Checklist

- Develop a list of requirements and guidelines to review transportation actions as part of development applications within study area



2. Smart Commute Programs

- Work with Smart Commute Toronto to develop a program that provides and promotes alternative commute solutions such as rideshare, carpooling, transit use, and active transportation in the study area



Source: <https://www.smartcommute.ca/>

3. Parking Strategies

- Work with Oxford to implement parking strategies, such as:
 - a) Providing carshare and bikeshare parking infrastructure alongside shared mobility services through the EcoMobility hub concept.
 - b) Parking apps to improve wayfinding
 - c) Reduce parking requirements through shared parking, carpool spaces, lower rates, etc



Source: <https://parking.greenp.com/>

4. Cycling Programs

- Use the City of Toronto's Cycling Network Plan (CNP) to:
 - a) Connect the gaps in Toronto's existing cycling network
 - b) Grow the cycling network into new parts of the city
 - c) Renew the existing cycling network routes to improve their quality

Implementation Plan

Implementation Plan

An Implementation plan of the preferred TMP strategy will be developed and will include, but is not limited to the following:

- Policy directions
- Implementation of the components of the preferred strategy
- Travel Demand Management (TDM)
- Phasing of development
- Transportation requirements for block development
- Additional studies and recommendations
- Funding tools and programs

Questions?

Next Steps

- **November 18, 2021 - Local Area Committee Meeting**
- **December 9, 2021 - Virtual Public Meeting**
- **Jan 2022 - Consultation Summary Report**
- **Late Q1 - Staff Report to Committee and Council**
- **Late Q1 - Final Environmental Study Report**
- **After Staff Report is approved - Notice of Completion**

Thank you for attending the Meeting

We'll keep you posted!

Please sign up for the project email list to receive updates. You can also check the project website to see the most recent information:



www.toronto.ca/yorkdalemasterplan

Feedback



Please complete a comment sheet and place it in the box provided or submit written comments via email, mail, and/or fax by **December 23, 2021**.

Contact Us

Please share your thoughts or opinions about the TMP by sending us an email at:



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