



## Yorkdale Transportation Master Plan & Block Master Plan

### Local Advisory Committee Meeting #5 - Minutes

November 18, 2021

**Start Time:** 6:30 PM **End Time:** 8:30 PM

**Location:** WebEx Meeting

The purpose of the meeting was to provide an update on the Block Master Plan, present the evaluation results of the Transportation Master Plan, and receive feedback from committee members.

#### Agenda

6:30 PM	Introductions and Review of Agenda
6:35 PM	Block Master Plan Update
6:45 PM	Transportation Master Plan Overview
7:10 PM	Oxford and City of Toronto's Future Development Scenarios
7:20 PM	Detailed Evaluation Criteria and Preferred Solutions
8:25 PM	Next Steps

#### 1. Introductions and Review of Agenda

The meeting was facilitated by Ryan Lo, City of Toronto. Each member introduced themselves. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up.

#### 2. Block Master Plan (BMP) Update

Guy Matthew presented the update on the Block Master Plan.

The discussion is summarized below.

**C:** I don't think there was ever mention about a connection to Cartwright. It would be a hard "no" from the residents to the west about the connection to Cartwright.

**C:** I don't remember the towers being that tall from the last meeting, remember from the last meeting that the units were being reduced.

**A:** What you see here is something that Oxford is proposing, but the City and Oxford have not landed on the height yet, the distribution of height and massing would help to inform the discussion.

**C (Urban Strategies):** The last time it was presented it was at 50 storeys and now it has been reduced.

**C:** The math [of the units] doesn't work out.

**A:** The units can be distributed around, the question is how to move the mass around

### **3. Transportation Master Plan (TMP) Overview**

Carl Wong (HDR) presented an overview of the Transportation Master Plan.

### **4. Oxford and City of Toronto's Future Development Scenarios**

Carl Wong (HDR) presented the two development scenarios that were considered.

The discussion is summarized below.

**C:** This master plan is going to be carried over many years, other development applications are going to be mostly residential, so the City's scenario [with a higher proportion of office land use] is more appropriate.

### **5. Detailed Evaluation Criteria and Preferred Solutions**

Carl Wong (HDR) presented the detailed evaluation criteria and the preferred solutions of the TMP.

The discussion is summarized below.

#### **Short-List Pedestrian and Cycling Solutions Evaluation**

**Q:** Why was Rustic preferred over Floral Pkwy?

**A:** Both are similar in terms of grade separation, Rustic is better location for a mid-block connection to Yorkdale between 401 and Lawrence. It provides better coverage and is a more centralized facility.

**Q:** Will all these connections be barrier free?

**A:** Yes, all bridges will have switchback ramps or elevators.

**Q:** What is a switchback ramp?

**A:** Zigzag ramps that are gradual enough to meet the AODA requirements.

**Q:** Are they covered or exposed to the elements?

**A:** This will be determined in future studies, in the detailed design phase.

**C:** These bridges will be part of public infrastructure, they need to be maintained and kept clean. Right now there is a small connection to connect Yorkdale and TTC that is a covered bridge. I believe it is part of TTC property and it is poorly maintained, run down for years and not at all representative of what Yorkdale brings in terms of quality. This is a question of maintenance, lighting, and safety.

**Q:** Was the Highland Hill connection taken off the table?

**A:** The road connection was taken off the table and the pedestrian connection was also not shortlisted but would like to bring to the committee and public to consider. Someone brought up the concern that people would park at Highland Hill and walk over [to Yorkdale Shopping Centre] which is not what we want.

**C:** I live on Regina and people do park at Regina and it's a problem even when 'no parking' signs are put up. The access at Highland Hill will open up to people in the neighbourhood, seniors can walk to Yorkdale instead of making a long trip along Dufferin. Having that access would be beneficial but it is important to have parking enforcement.

**A:** The streets in the Highland Hill area already have parking prohibitions.

**C:** It is more of an issue of enforcement.

**C:** We need to consider this very carefully. When you have to depend on enforcement to control parking issue, the results are not positive. It's been a nightmare on the west side of Dufferin having to deal with enforcement and Councillor's office. Resources are not enough.

**C:** The existing pedestrian path across Yorkdale Park was unsafe due to lack of illumination and visibility.

**Q:** There was a discussion of creating an east-west connection along the rear yards of the properties on the south side of Bridgeland, one that goes east-west then turns back up north towards Bridgeland. This is all predicated on the premise of the Cartwright connection. The residents to the west will react strongly to this. Is there a possibility to move the mobility hub further up north on Dufferin to align with the Honda redevelopment site?

**A:** Yes, this could be another potential site that may serve as an additional or alternative solution.

**Q:** Is there a map of the new sidewalks on the other side of the rail line?

**A:** It is not shown here but we can create one.

**Action (CW, LC):** HDR to create overview map of proposed new sidewalks.

**Action (RL):** Share new map with the Councillors' offices.

**Q:** What does the pedestrian/cycling connection on Cartwright mean? What is the design, what does that look like?

**A:** At the TMP stage, we are only identifying the route and protecting the cycling facility here but we haven't decided on the design option.

### **Short-List Transit Solutions Evaluation**

**Q:** [Referring to Solution #17, transit/HOV lane on Dufferin] Do you have to merge quickly into the vehicle lane when you get off the highway?

**A:** Correct.

**Q:** How do you distinguish people on the HOV lane? An HOV lane doesn't resolve the issue of the congestion where people coming off the highway.

**C:** If you leave it as a bus lane only, then that would move cars more smoothly.

**Q:** If you need to turn right on Cartwright, when do you merge into the bus / HOV lane?

**A:** If you need to make a right turn, the existing regulations require you to merge into the bus / HOV lane no more than 45 m before the intersection.

**C:** I'm going to suggest heavy signage is needed.

**A:** We could use signage and pavement markings.

**C:** Solution #16 is a good solution with the double northbound right turn lane. Signage is important, not everyone knows there are 2 right turn lanes. There should be better signage.

### **Short-List Intersection Improvement Solutions Evaluation**

**C:** [Referring to Solution #13F, signalized intersection at Cartwright and Yorkdale Shopping Centre access] Even though there will be restrictions, we're talking about 5000 units and thousands of cars. If you build it, there will be through traffic. Right now it's a stable community, there should be no physical connection. I understand the connection for pedestrians and cyclists, but not a vehicle connection.

**A:** if a timed restriction is not the solution, then there can be physical solutions that restrict through traffic. There are examples of existing intersection design solutions that can be provided to show these through traffic restrictions.

**Q:** But if there is a median on Dufferin, does that mean the width of Dufferin will be reduced?

**A:** No, the centre turn lanes will be retained but further study will be needed to develop the geometry.

### **Short-List Road Infrastructure Solutions Evaluation**

**Q:** [Referring to Solution #8, modified on-ramp to northbound Allen Rd, westbound Highway 401, and eastbound Highway 401] Will this cut into the park at all?

**A:** No, this will actually create more park space. Varna Rd will run closely along the ramp.

**Q:** There will be a new road going through the park?

**A:** The City is trying to prevent net loss of park space but this would create an opportunity for exchange of land to expand the park. The Varna Rd extension would cut through parts of the park but it is part of the Baycrest Park Master Plan and Lawrence Allen Secondary Plan.

## **6. Next Steps & Wrap Up**

Ryan Lo presented the next steps and adjourned the meeting.

## **Attendees**

### **Local Advisory Committee Members**

Diane Ascenzi  
Melissa Haber  
Paolo Falsetti

Regrets: Gianfranco Cristiano

Absent: Derik Chica, Mirella Rosati, Nick Murdocca, Robert Ramlall, Vince Pugliese, William Adler

### **Oxford Properties**

Curtis Monti, Hariri Pontarini Architects  
Davin McCully, Urban Strategies  
David Pontarini, Hariri Pontarini Architects  
Jim Gough, WSP  
Rob McIntosh, Janet Rosenberg & Studio  
Sarah Smith, Oxford Properties

### **Transportation Master Plan Project Consultants – HDR**

Carl Wong, Project Manager  
Laura Chong, Project Coordinator

### **City of Toronto**

Al Rezoski, Manager, Community Planning (North York), City Planning  
Andrew Au, Program Manager, Transportation Planning, City Planning  
Daniel Samson, Transportation Engineer, Transportation Services  
Dawn Hamilton, Manager, Urban Design, City Planning  
Diane Ho, Senior Transportation Planner, City Planning  
Edward Presta, Senior Project Manager, Transportation Services  
Guy Matthew, Manager (Acting), Community Planning (North York), City Planning  
Nathalie Forde, Coordinator, Public Consultation Unit  
Ryan Lo, Senior Coordinator, Public Consultation Unit  
Shawn Dillon, Manager, Traffic Operations, Transportation Services

### **Councillors**

Corrado Olmi, Councillor Frances Nunziata, Ward 5 York South-Weston  
Peter Fan, Councillor Mike Colle, Ward 8 Eglinton-Lawrence  
Usama Butt, Councillor James Pasternak, Ward 6 York Centre