



# WELCOME

Yorkdale Transportation Master  
Plan & Block Master Plan

Public Meeting #2

Tuesday, February 22, 2022

# City of Toronto 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

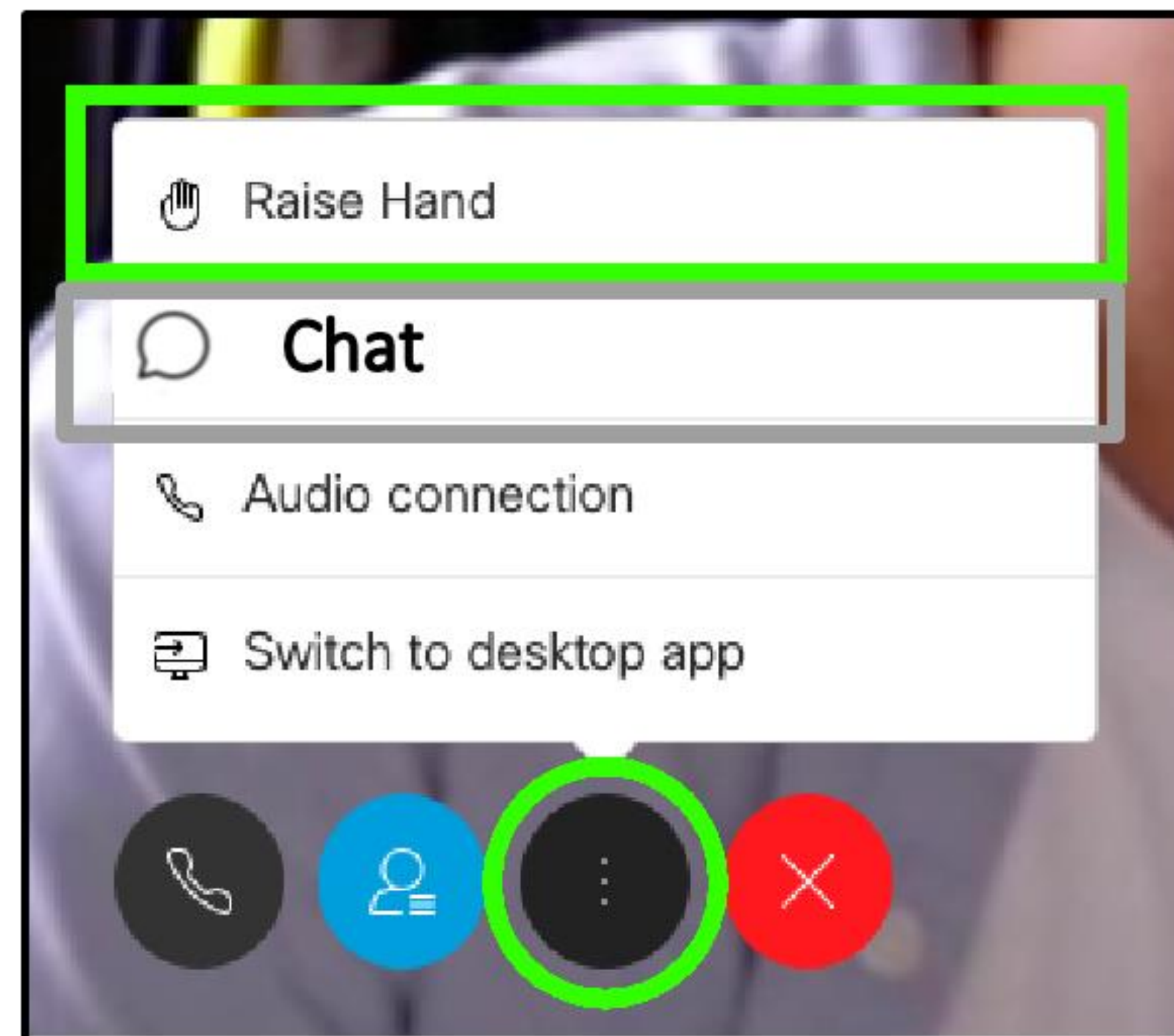
# Webex Functions: Computer

IF YOU ARE  
USING A  
COMPUTER



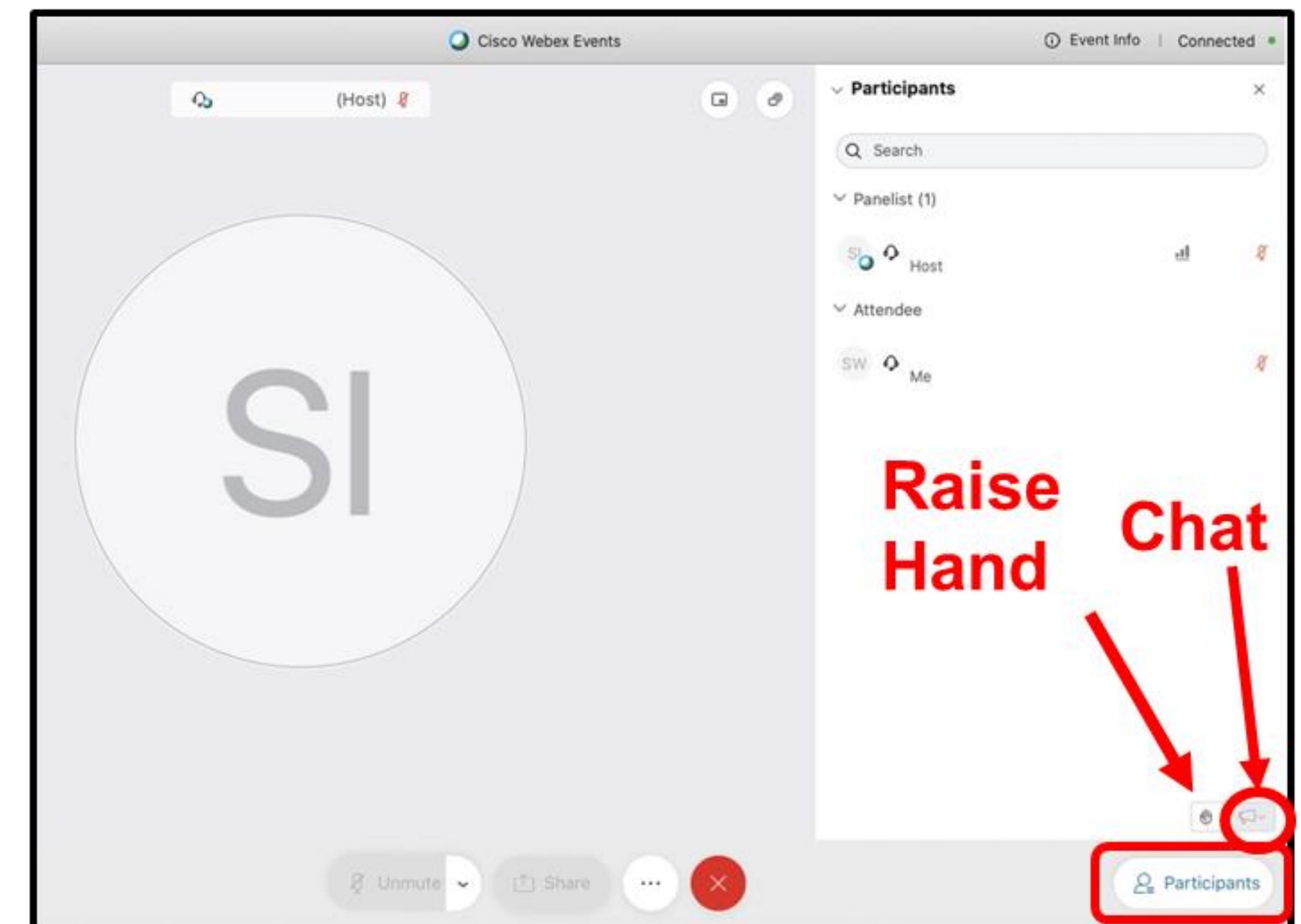
## Via the internet browser

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



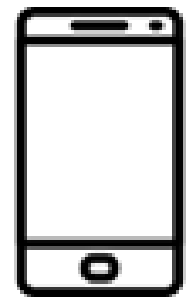
## Via the Webex App

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.



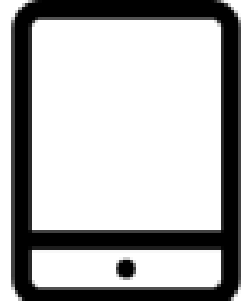
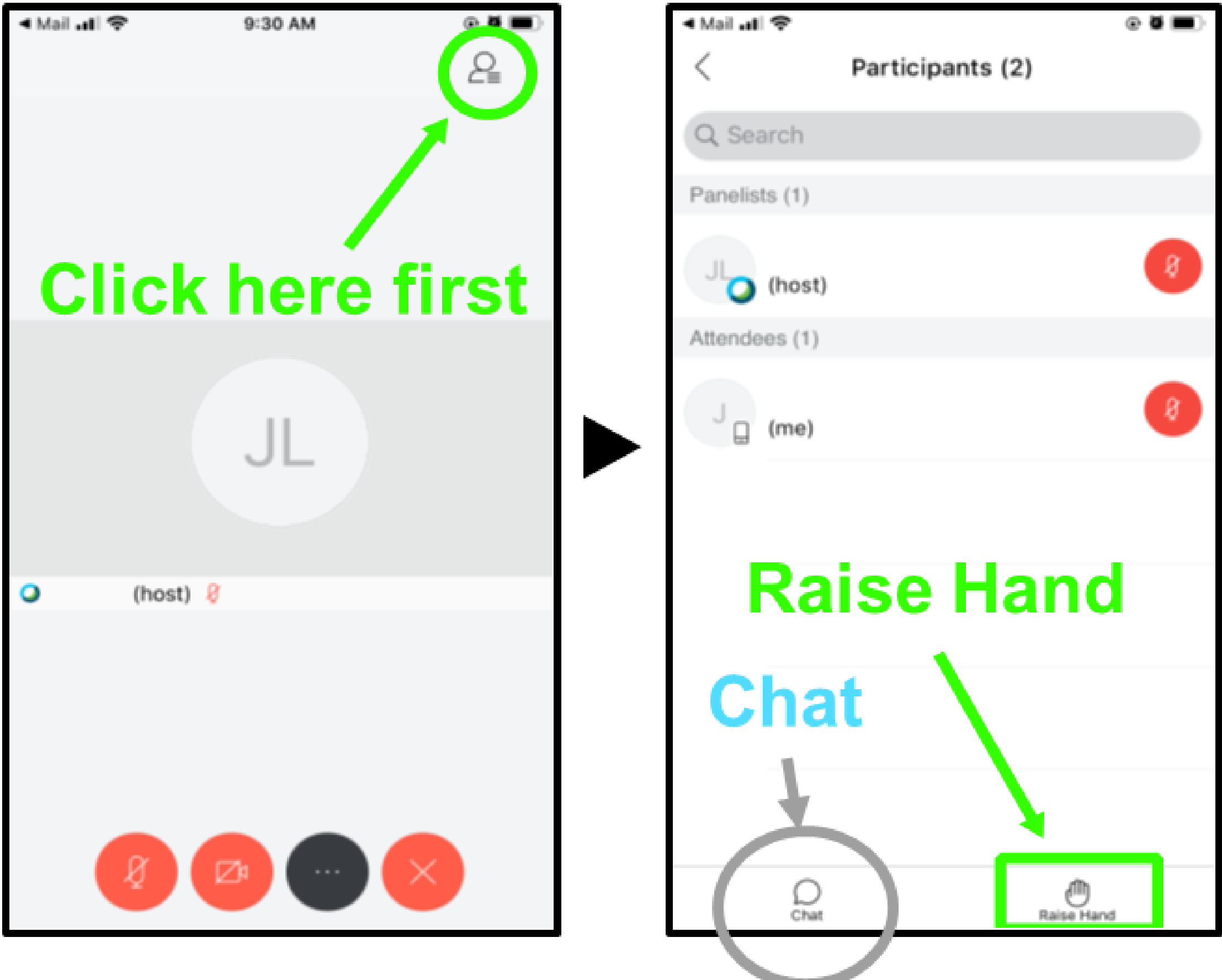
# Webex Functions: Smart Phone and Tablet

IF YOU ARE USING A SMARTPHONE OR TABLET



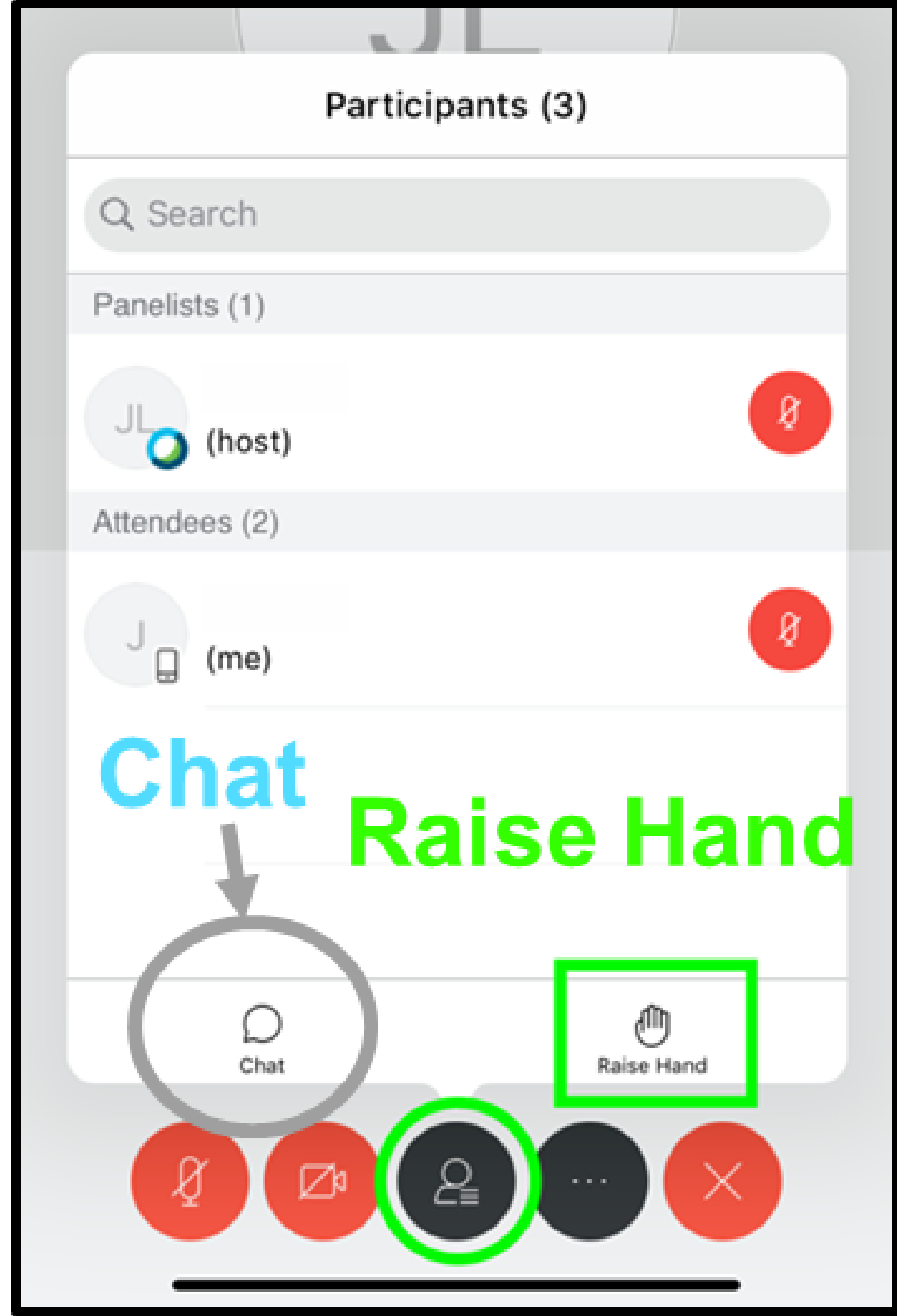
### For smartphones

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 Call into the Meeting

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number,  
enter: **2456 936 0258**

# Councillor Introductions



Councillor Mike Colle  
Ward 8 Eglinton-  
Lawrence



Councillor Frances  
Nunziata  
Ward 5 York South-  
Weston



Councillor James  
Pasternak  
Ward 6 York Centre

# Staff Introductions

- **Edward Presta**, Senior Project Manager - Transportation Services, managing the Yorkdale Transportation Master plan for the City of Toronto
- **Guy Matthew**, Manager Community Planning, managing the Yorkdale Block Master Plan for the City of Toronto
- **Ryan Lo**, Senior Coordinator – Public Consultation for the City of Toronto
- **Carl Wong**, Associate Vice President, Traffic Lead at HDR, managing the consultant assignment

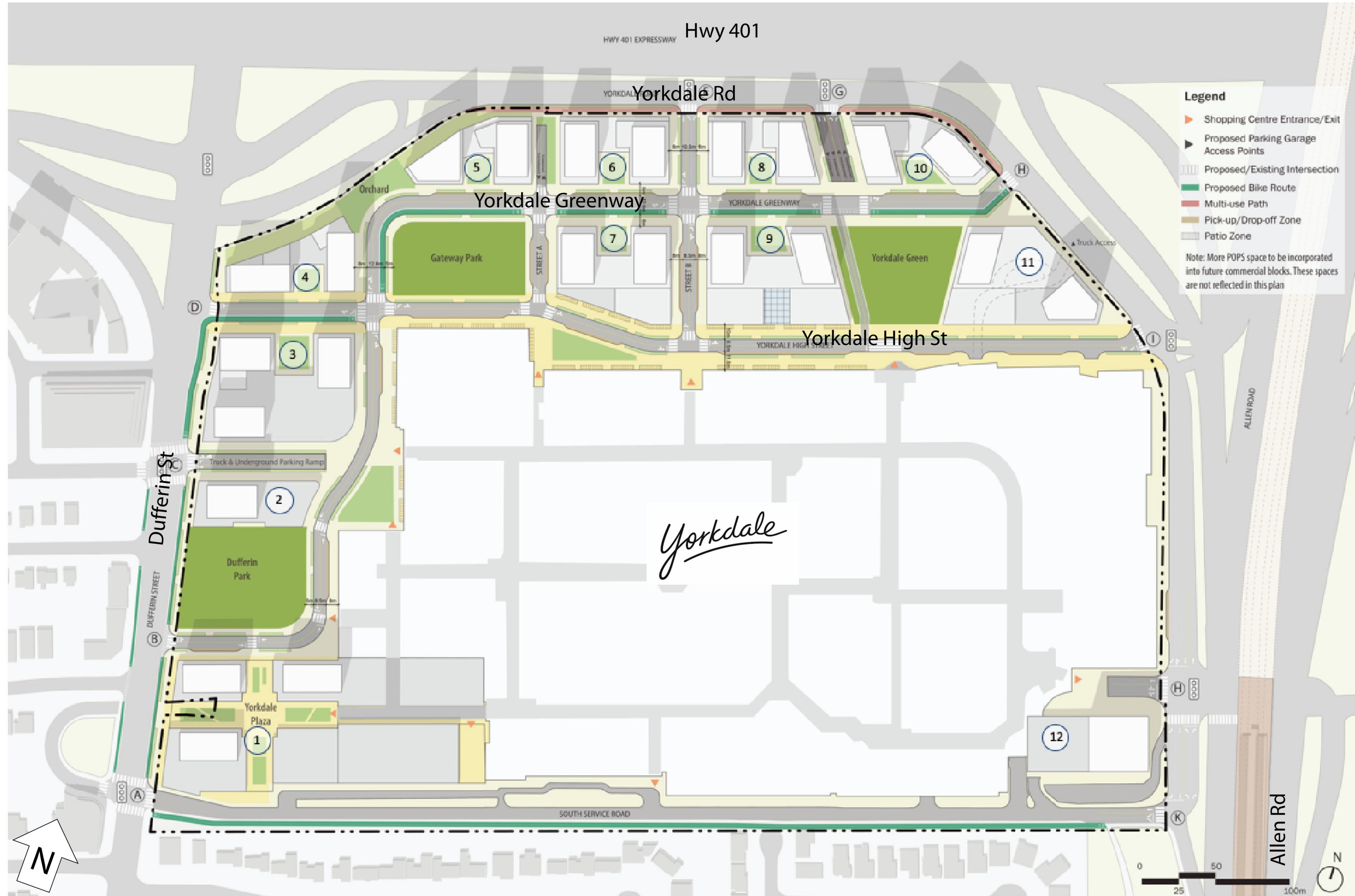


# Agenda

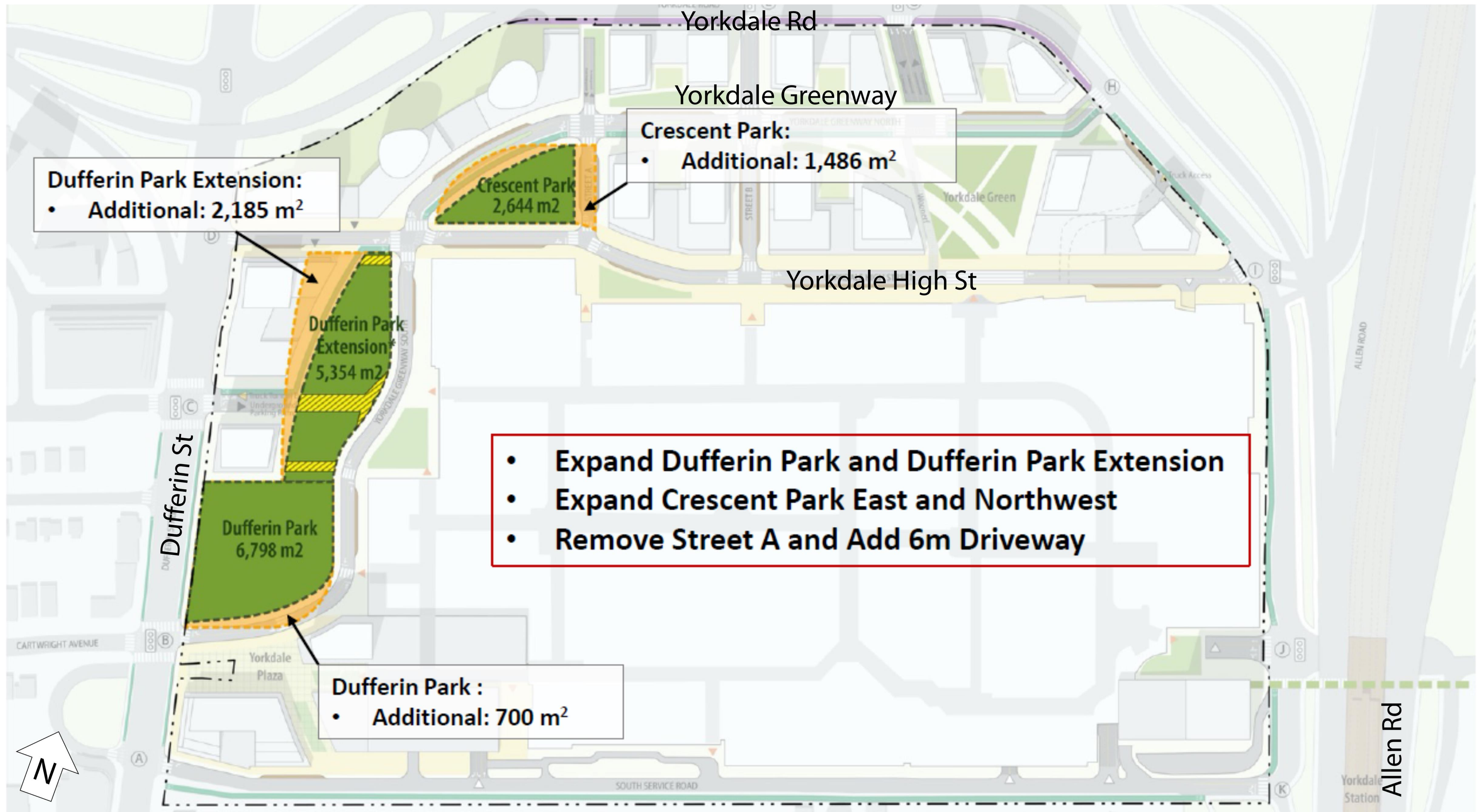
- 6:30 pm Introductions
- 6:40 pm Block Master Plan Update
- 6:45 pm Block Master Plan Q&A
- 6:55 pm Transportation Master Plan Update
- 7:45 pm Transportation Master Plan Q&A
- 8:30 pm Meeting Adjourns

# Block Master Plan Update

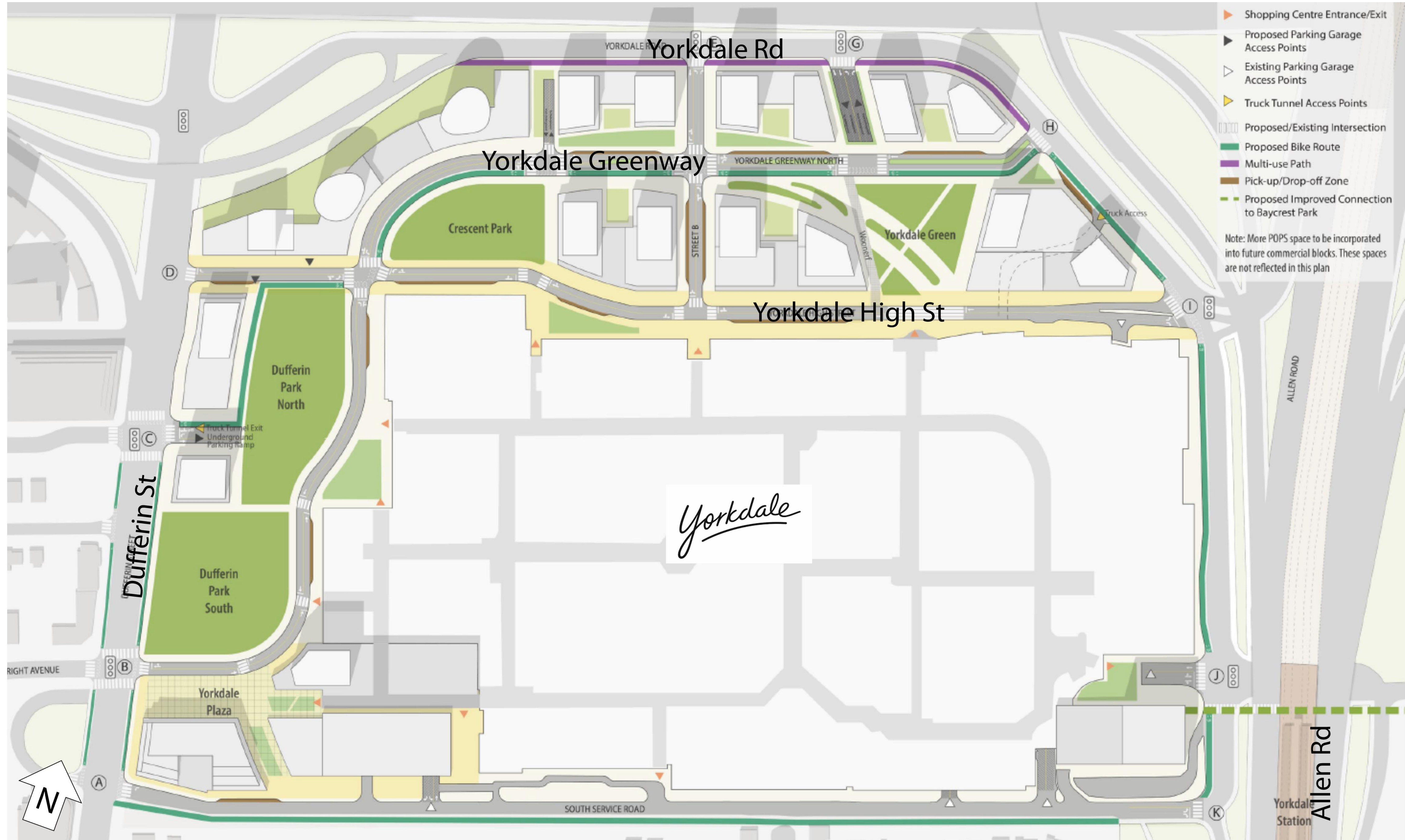
# Block Master Plan – June 2020 Oxford Proposal



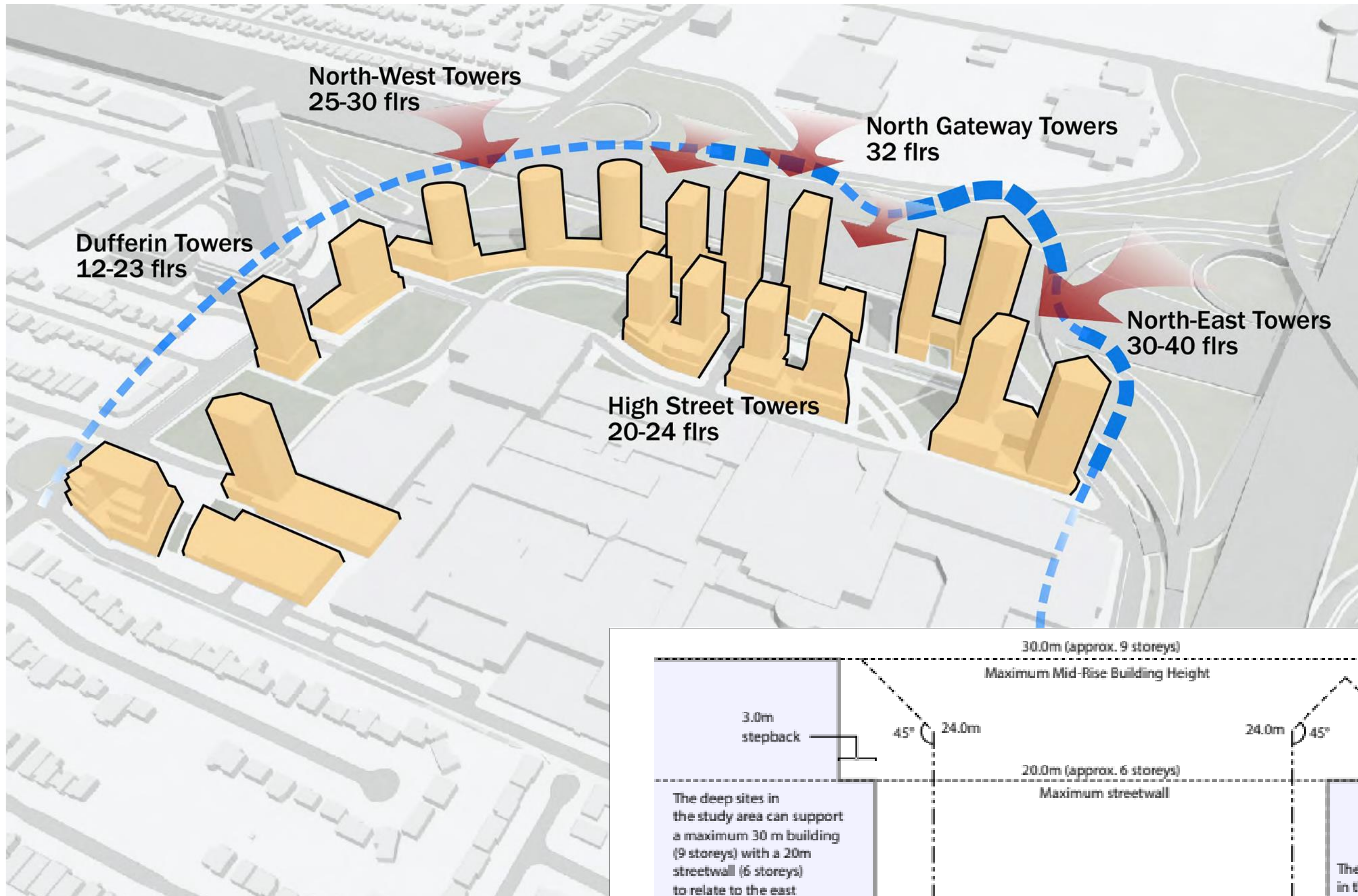
# Block Master Plan - Refined Parkland Dedication



# Block Master Plan - Revised May 2021 Oxford Proposal



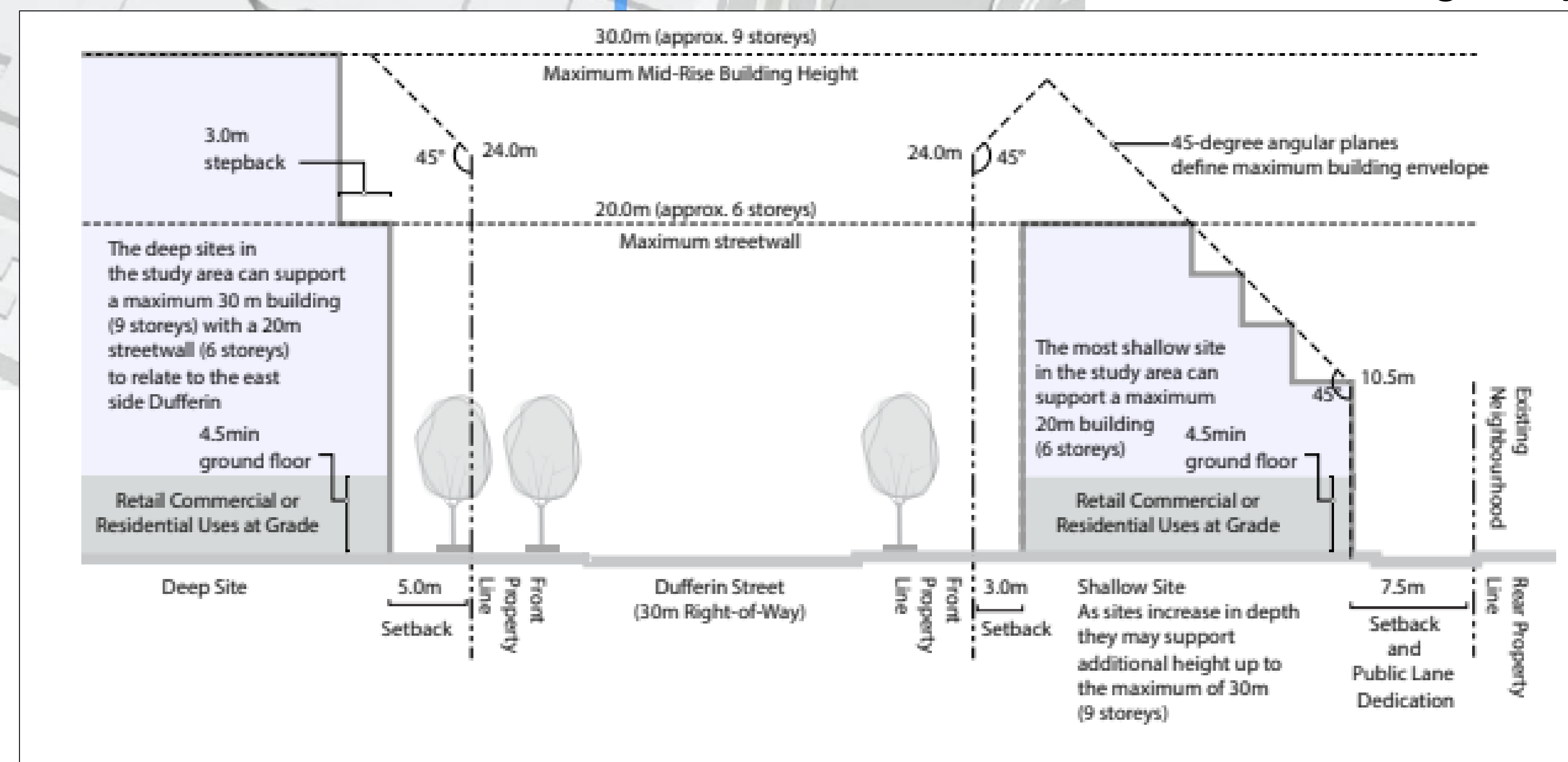
# Block Master Plan – Proposed Height and Massing



Oxford's proposed height strategy



Dufferin Street Urban Design Guidelines for Tall Buildings adjacent to the Yorkdale site



Dufferin Street Urban Design Guidelines Street Proportion Diagram

# Block Master Plan - Next Steps

Staff, in conjunction with Oxford, will work to determine policies to guide:

- 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.

Community consultation is planned for February and a report to City Council is anticipated before summer.

# Block Master Plan Q&A

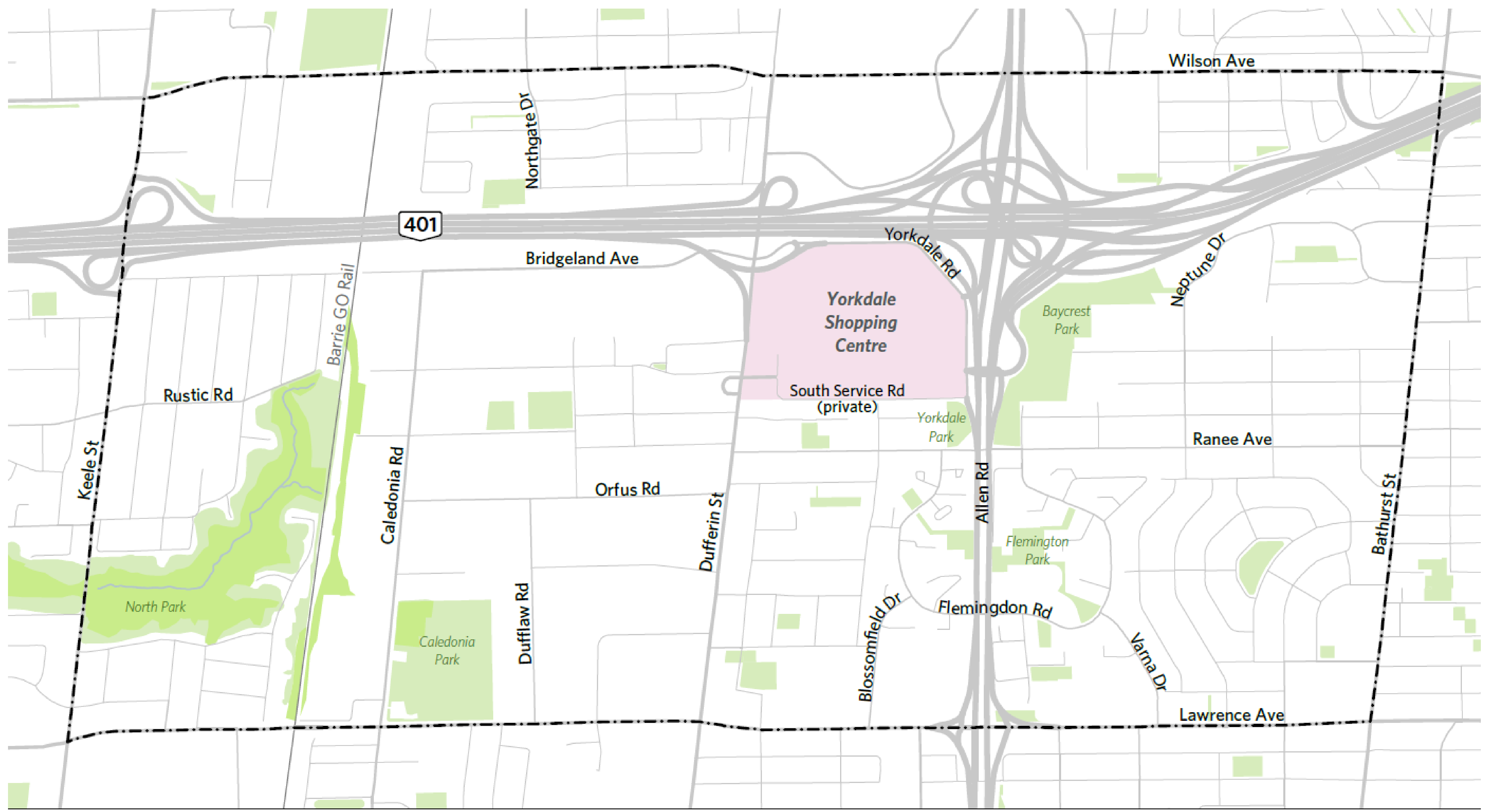
---



# Transportation Master Plan Update

# Study Purpose

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



**LEGEND**  
Project Focus Area  
Larger Study Area



# Problems and Opportunities



Long term plans for **development** and **growth** in and around Yorkdale Shopping Centre 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.



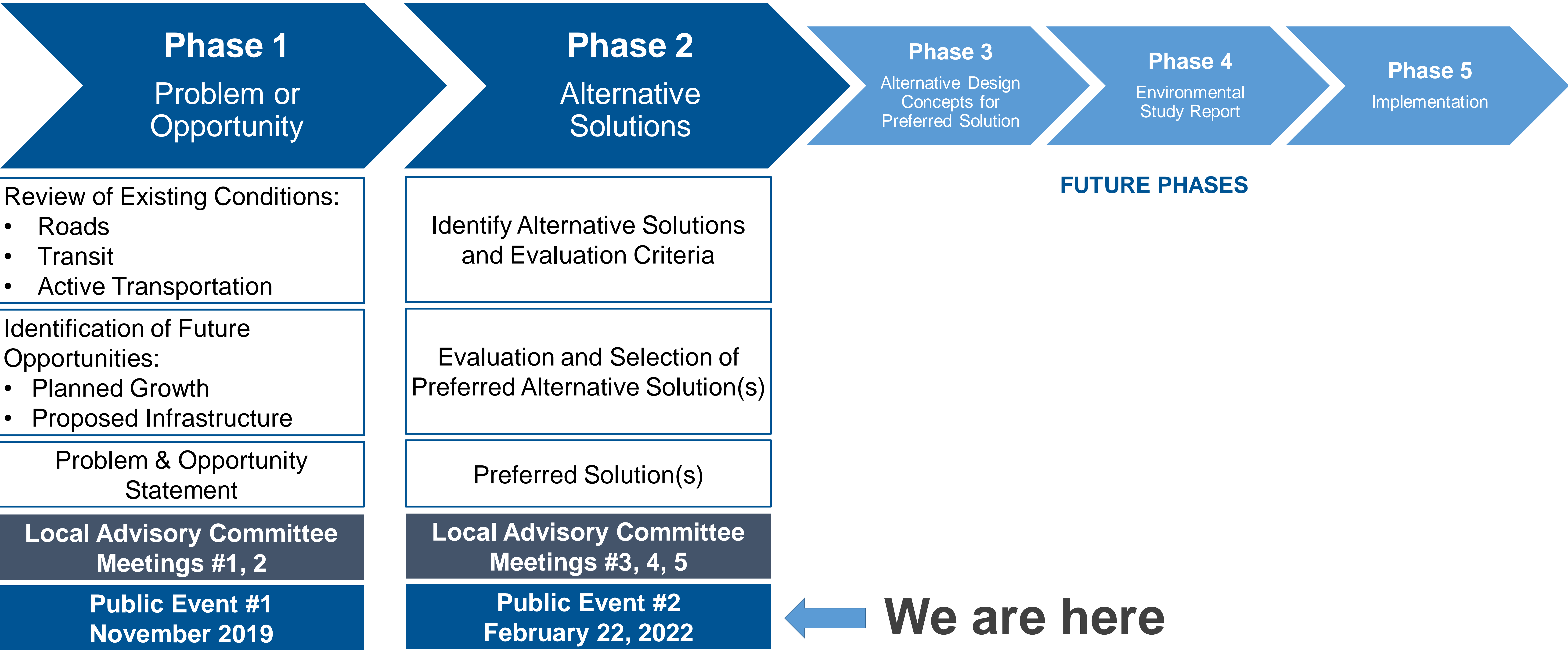
Major physical barriers including Highway 401, Allen Road, and a 6-lane Dufferin Street cause **longer travel patterns** and **poor walking and cycling conditions.**

**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 protecting for the safety of all users

# Transportation Master Plan Study Process

The Yorkdale Transportation Master Plan follows the Municipal Class Environmental Assessment 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. Larger infrastructure recommendations will require further study by completing Phases 3 and 4. Some recommended improvements will be delivered through the development process.



# Background

---

# How did we get here?

**2011**

Lawrence-Allen  
Secondary Plan  
& TMP  
completed

**2018**

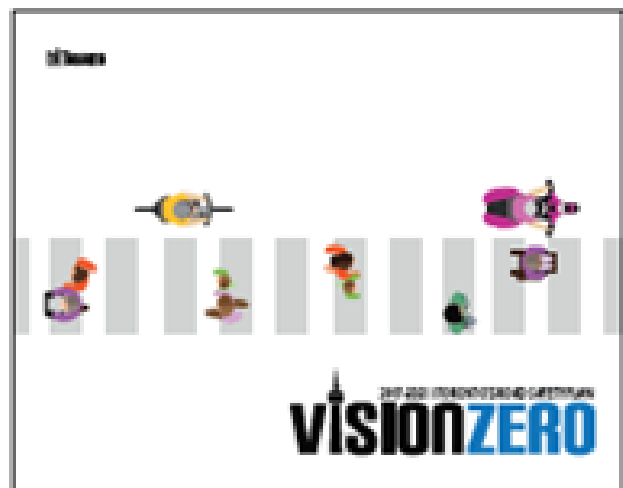
Improving  
Transit along the  
Dufferin Street  
Corridor

**2015**

Dufferin Street  
Secondary Plan &  
TMP completed

**2019 – Present**

Yorkdale  
Secondary Plan  
& TMP



Vision Zero



Cycling Network Plan



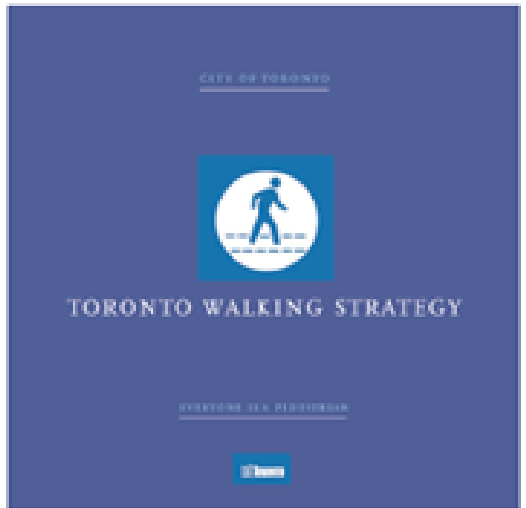
Complete Streets



Accessibility



Green Streets



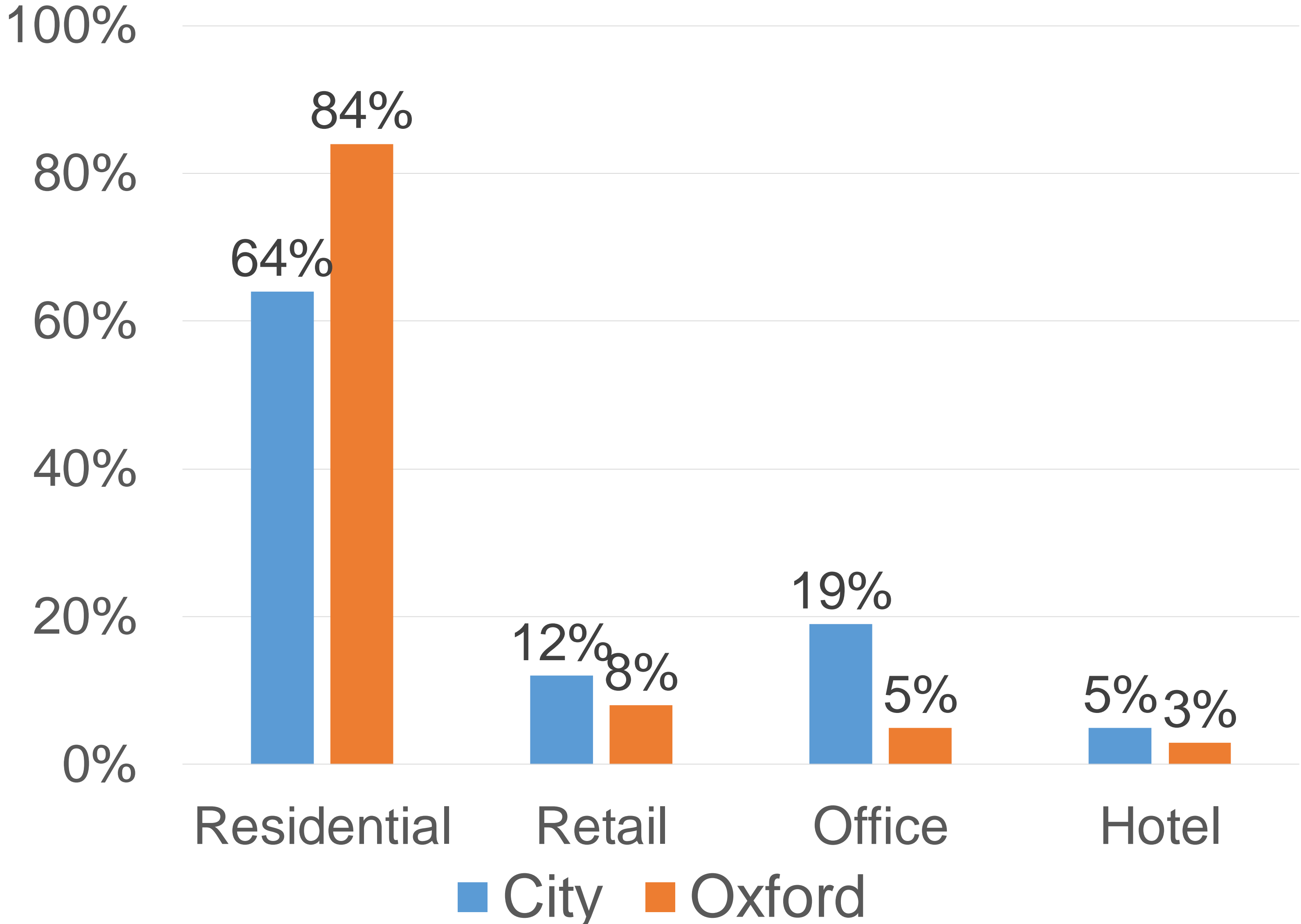
Walking Strategy

Yorkdale Transportation Master Plan

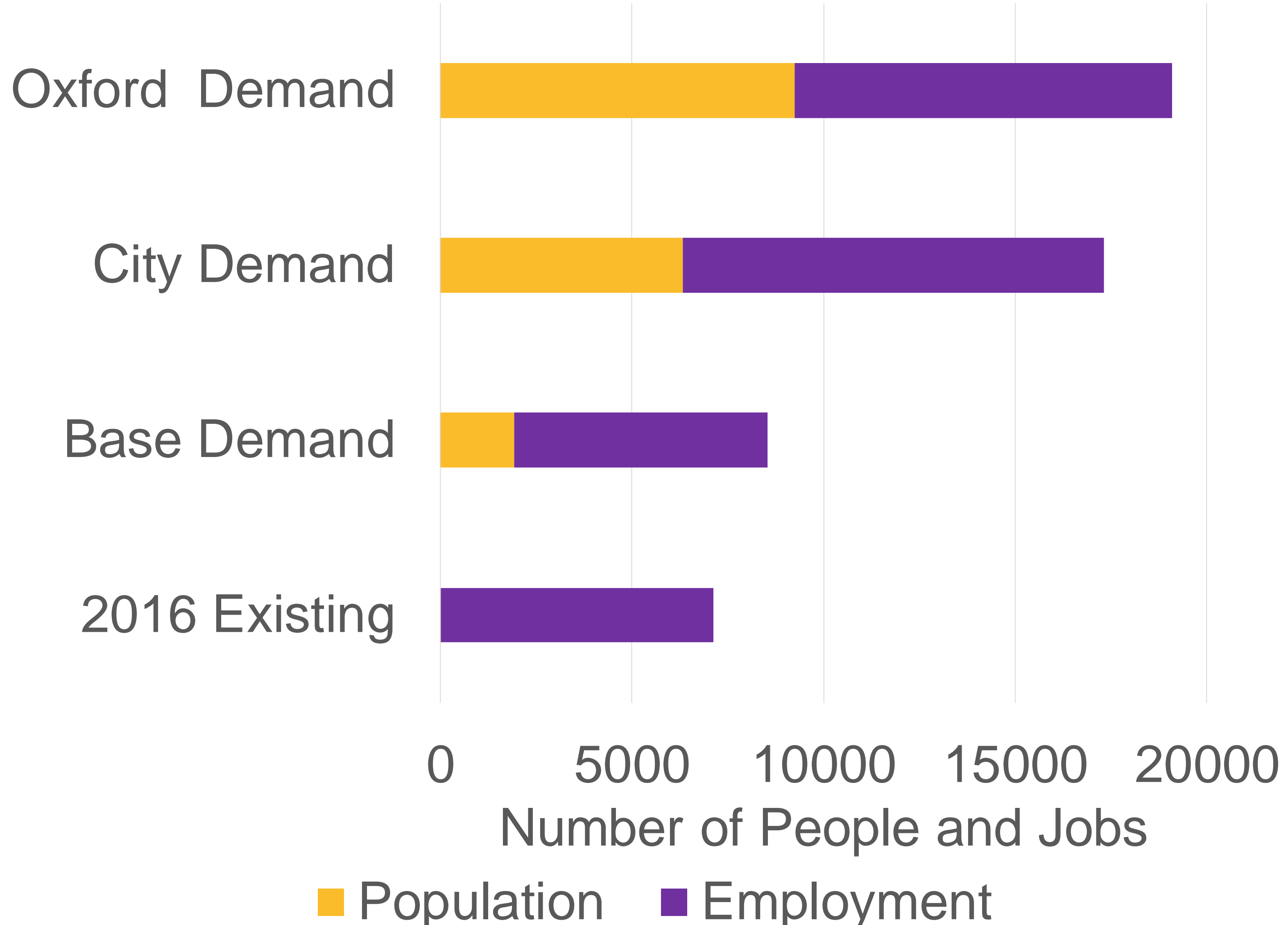
# Yorkdale Block Master Plan Land Use Assumptions

The City's and Oxford's land use assumptions differ in the proportions of residential, retail, office and hotel uses, and the solutions in this TMP will address the transportation demands of both scenarios.

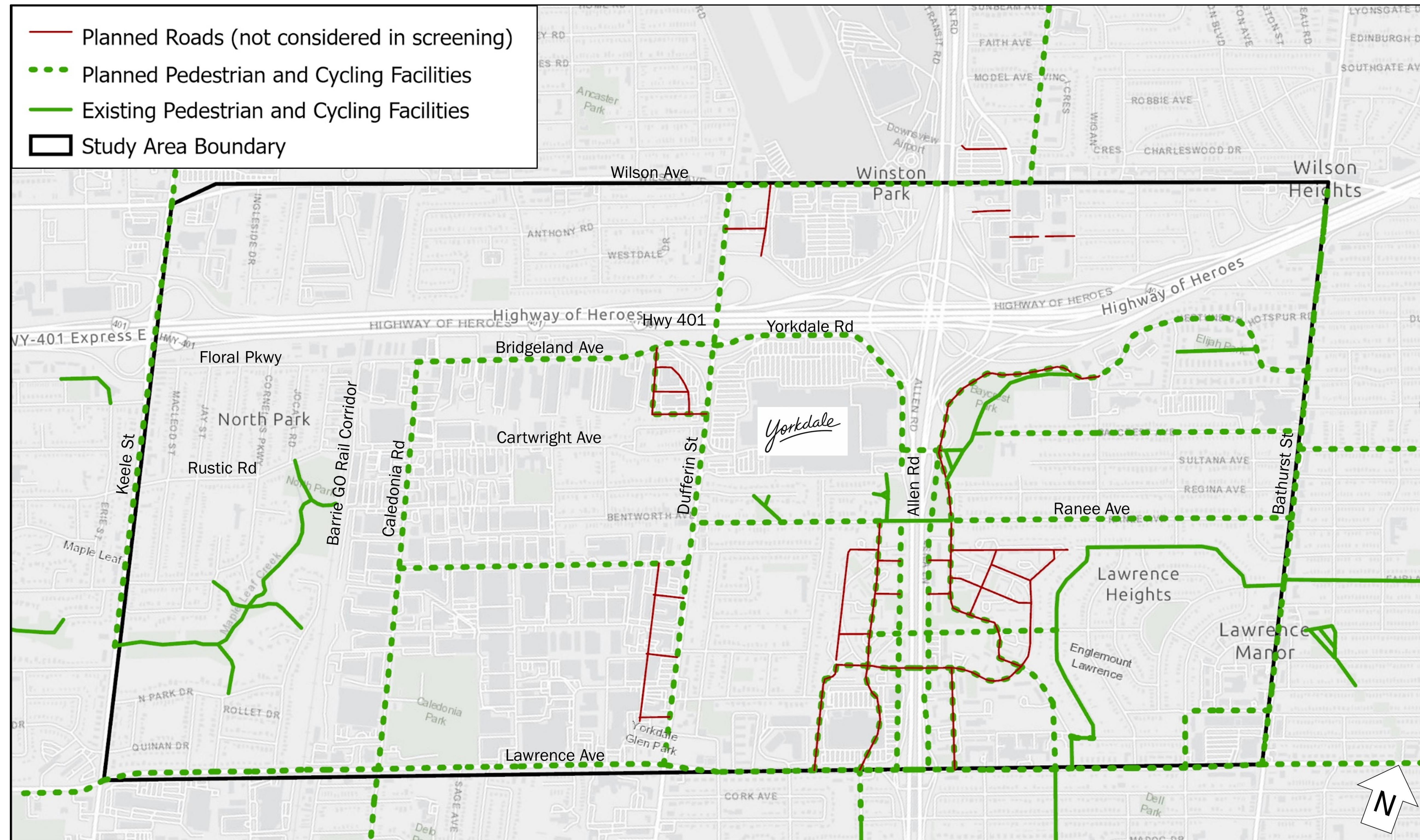
**2041 Yorkdale Development Land Use Scenarios**



**2041 Yorkdale Population and Employment Projections**



# Planned Road Improvements from Approved Secondary Plans and Studies



In addition to the TMP, other previously approved Secondary Plans and studies have identified road improvements within the TMP study area.

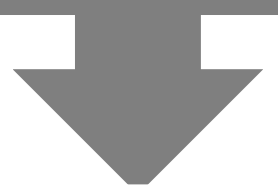


# Evaluation Process

---

# Evaluation Process

56 solutions initially identified



## High level screening

Problem and Opportunity Statement	Strategic / Policy	Technical / Construction Feasibility	Order of Magnitude Cost
-----------------------------------	--------------------	--------------------------------------	-------------------------

(Later removed as it would eliminate many larger infrastructure solutions)



43 solutions short-listed



## Detailed evaluation

Natural Environment	Policy	Technical (Including Transportation)	Economic	Cultural / Social
---------------------	--------	--------------------------------------	----------	-------------------



**26 solutions carried forward as preferred solutions**

# High Level Screening Criteria

56 long-list solutions were initially identified

## High level screening

Problem and Opportunity Statement	Strategic / Policy	Technical / Construction Feasibility	Order of Magnitude Cost*
<p>Does it address the problem and opportunity statement?</p> <ul style="list-style-type: none"> <li>Does it improve travel connections through a finer street grid?</li> <li>Does it establish Yorkdale as a transit hub?</li> <li>Does it improve connections to promote walking and cycling?</li> <li>Does it make streets safe to all users?</li> <li>Does it improve access and safety to / from municipal highways and provincial expressways?</li> </ul>	<p>Does it support / comply with Regional Transportation Policies?</p> <p>Does it support / comply with the City Transportation Policies?</p> <p>Does it support the City's Official Plan?</p> <p>Does it support / comply with the following plans?</p> <ul style="list-style-type: none"> <li>Metrolinx 2041 Regional Transportation Plan</li> <li>Dufferin Street Secondary Plan</li> <li>Lawrence-Allen Secondary Plan</li> </ul>	<p>What are the impacts to existing water, utility, stormwater, and sewer infrastructure?</p> <p>Does existing infrastructure need to be modified?</p> <p>What is the level of difficulty for construction?</p>	<p>What are the order of magnitude construction costs (including streetscaping / landscaping)?</p> <p>What are the impacts to property and property acquisition costs?</p> <p>*This criteria was later removed as it would eliminate many larger infrastructure solutions.</p>

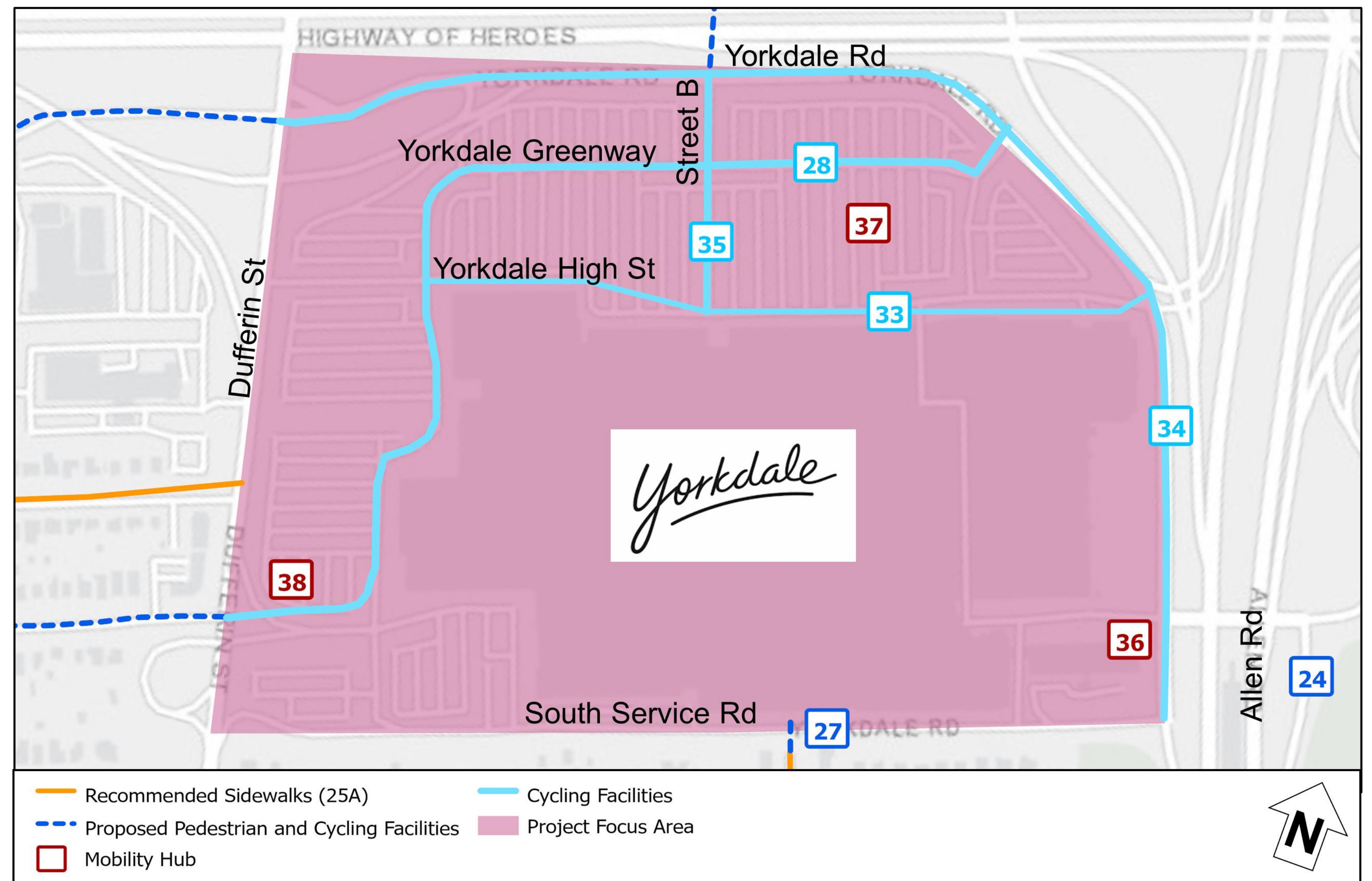
# Detailed Evaluation Criteria

The 43 short-list solutions were evaluated with the following detailed evaluation criteria.

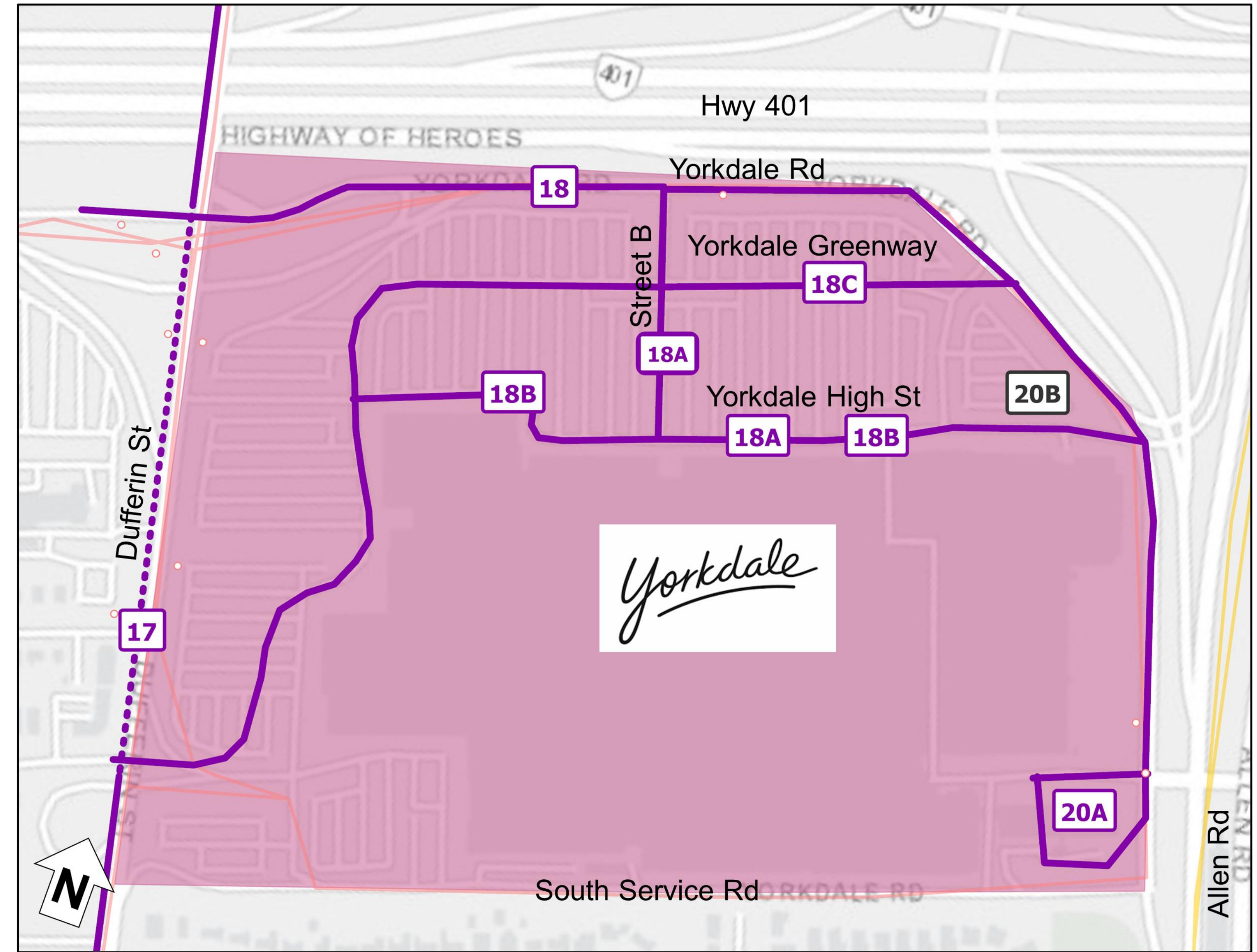
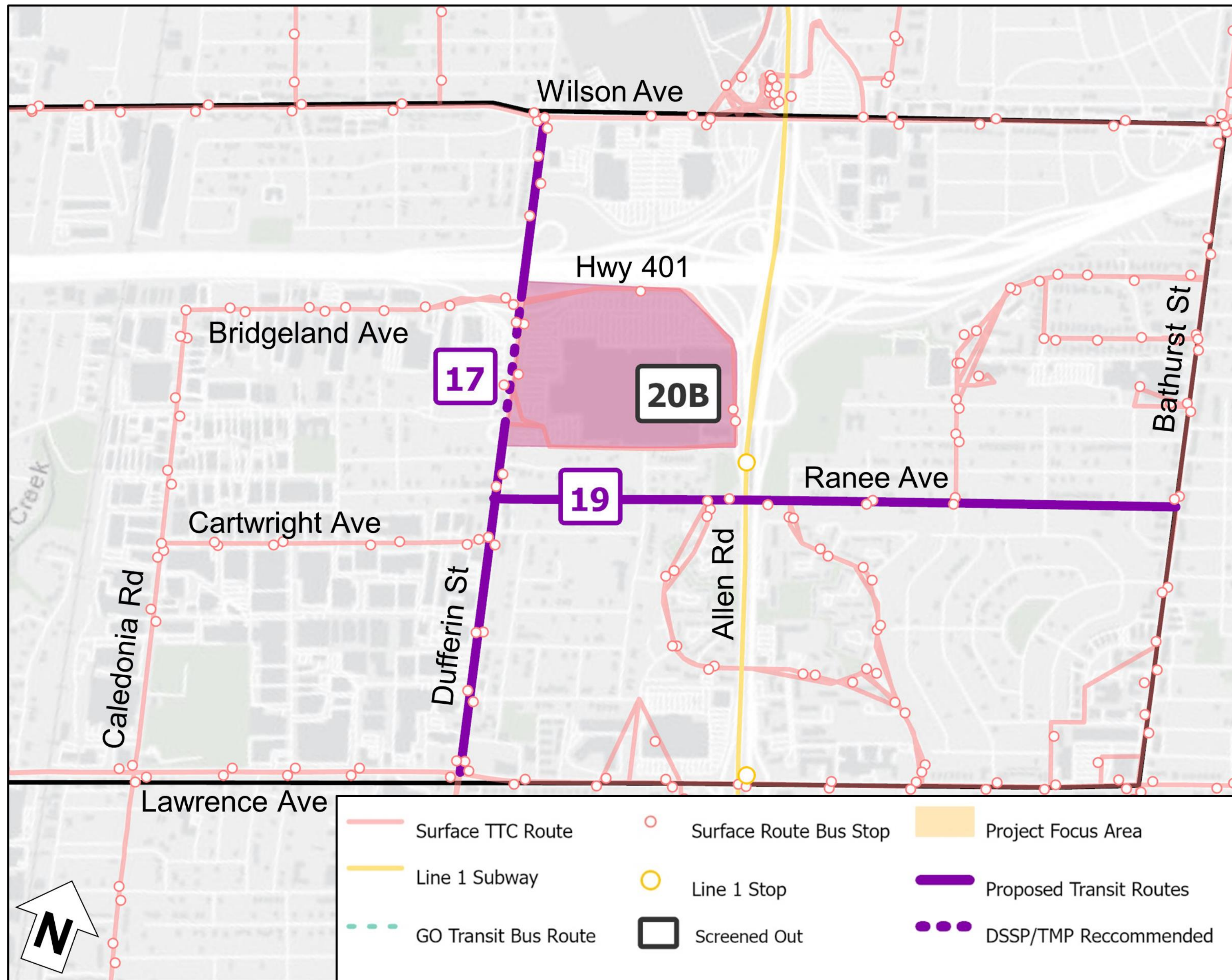
Natural Environment	Policy	Technical (Including Transportation)	Economic	Cultural / Social
<p>Impact to:</p> <ul style="list-style-type: none"> <li>Wildlife / habitat areas</li> <li>Groundwater</li> <li>Air quality</li> <li>Noise</li> </ul>	<p>Complies with:</p> <ul style="list-style-type: none"> <li>Regional Transportation Policies</li> <li>City's transportation policies</li> <li>City's Official Plan</li> <li>Policies including Metrolinx's 2041 Regional Transportation Plan, Dufferin Street Secondary Plan, Lawrence-Allen Secondary Plan, and Dufferin Wilson Context Plan Site and Area Specific Policies</li> </ul>	<p>Maximizes / enhances:</p> <ul style="list-style-type: none"> <li>Efficiency of the road network</li> <li>Connectivity between GO Transit and TTC Subway</li> <li>Connectivity and accessibility for all modes</li> <li>Traffic safety (pedestrian, cyclist, and motor vehicle)</li> </ul> <p>Minimizes impacts to:</p> <ul style="list-style-type: none"> <li>Existing utility, water, stormwater, and sewer infrastructure</li> <li>Provincial Highway operations</li> </ul> <p>Accommodates:</p> <ul style="list-style-type: none"> <li>Existing and future transit infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Ability to support new business frontage and access opportunities</li> <li>Ability to support Yorkdale Shopping Centre operations</li> <li>Order of magnitude construction costs (including streetscaping / landscaping)</li> <li>Impacts to property and property acquisition costs</li> <li>Ability to support accessibility</li> <li>Ability to support goods movement</li> </ul>	<p>Incorporate or provide:</p> <ul style="list-style-type: none"> <li>Pedestrian and cyclist amenities (bike racks, repair stations, etc.)</li> <li>Streetscape and landscape elements</li> <li>A well-connected pedestrian / cyclist network</li> </ul> <p>Minimize impact to:</p> <ul style="list-style-type: none"> <li>Listed cultural heritage features</li> <li>Archeological resources</li> </ul> <p>Minimize impact or provide support to:</p> <ul style="list-style-type: none"> <li>Improved social equity</li> </ul>

# Pedestrian and Cycling Solutions Screening

No.	Description	Carried Forward
21A	Pedestrian and cycling bridge (east-west) over Barrie GO Rail Corridor connecting Floral Parkway to Bridgeland Avenue	✓
21B	Pedestrian and cycling bridge (east-west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	✓
22	Pedestrian and cycling bridge (north-south) Bridgeland Avenue to Whitley Avenue / Northgate Drive (at Anthony Road School Park)	✓
23	Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road 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 Street	✓
34	Cycling facilities on Yorkdale Road	✓
35	North-south cycling connection through Yorkdale Shopping Centre – Yorkdale Road to Yorkdale High Street	✓
36	Large scale mobility hub – ride share and bike share (GO Bus Terminal)	✓
37	Small scale mobility hub – bike share (Yorkdale Green)	✓
38	Small scale mobility hub – bike share (Dufferin Park)	✓



# Transit Solutions Screening

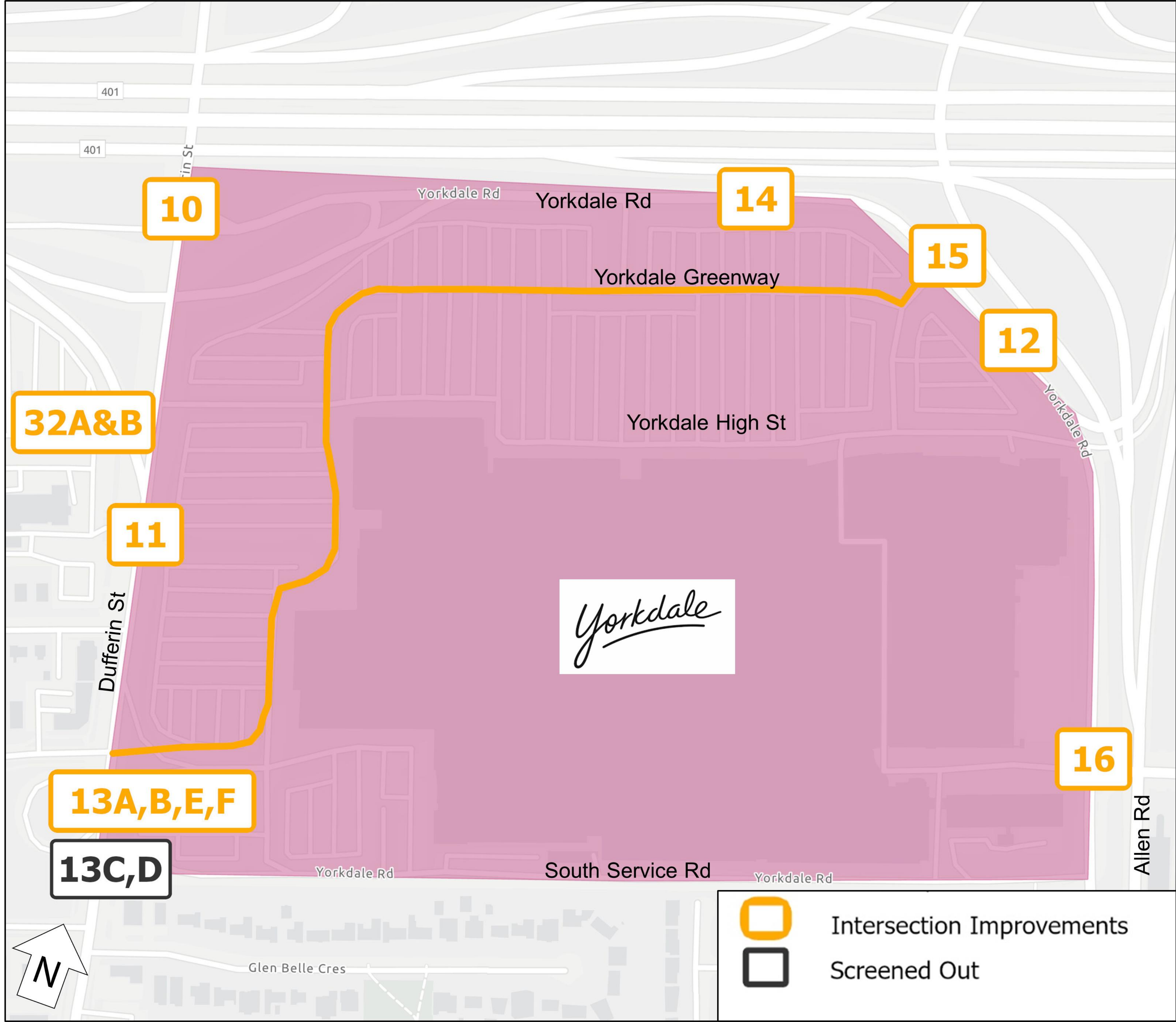


No.	Description	Carried Forward
17	Dufferin Street transit priority (Transit / HOV lane) – from Dufferin Street Secondary Plan	✓
18A	Two-way service on Yorkdale Road – Yorkdale High Street to Street B	✓
18B	Two-way service on Yorkdale Road – Yorkdale High Street to Dufferin Street	✓
18C	Two-way service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

No.	Description	Carried Forward
19	Expanded transit service along Ranee Avenue (connecting Dufferin Street to Bathurst Street)	✓
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	✗

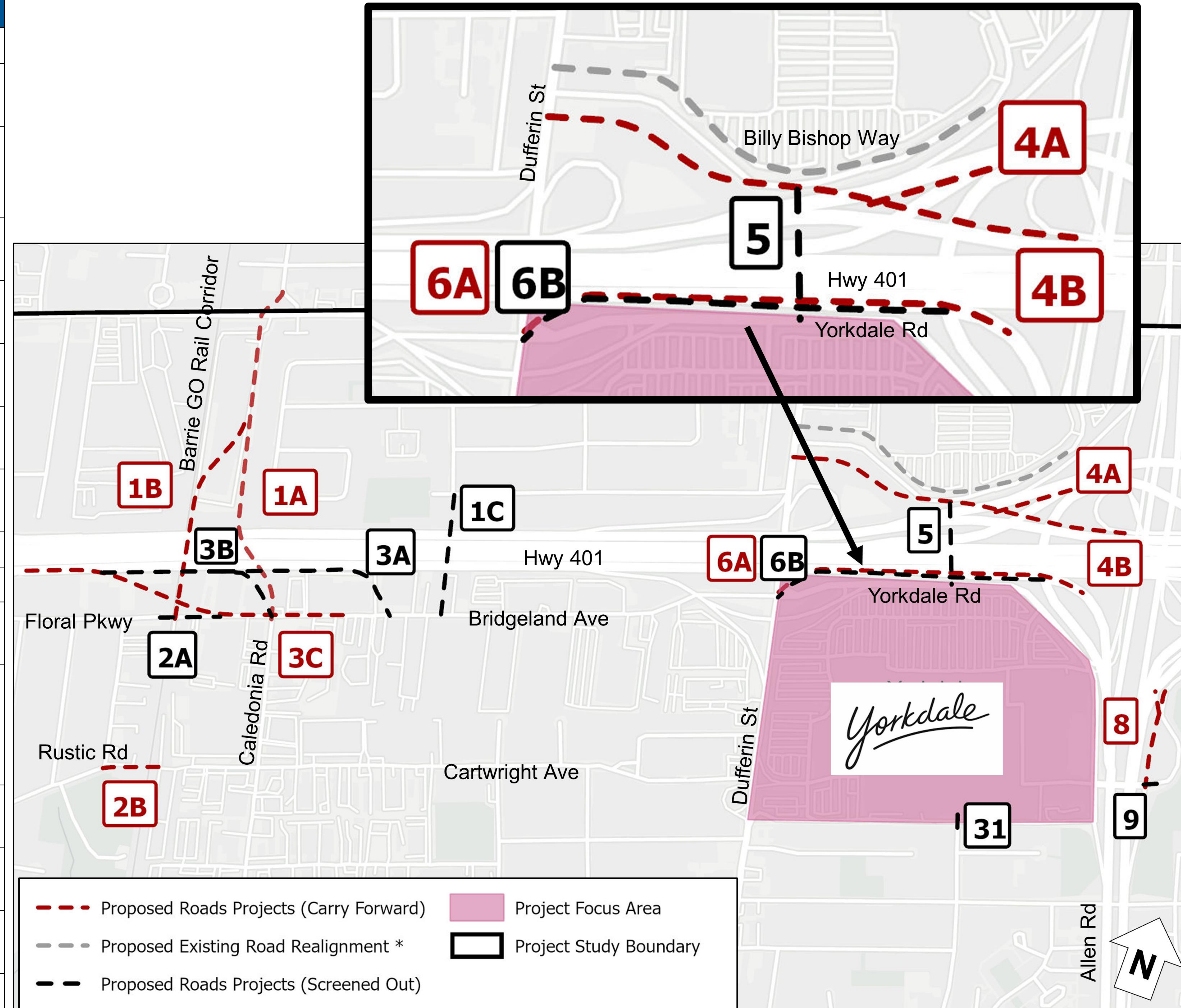
# Road Intersection Solutions Screening

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



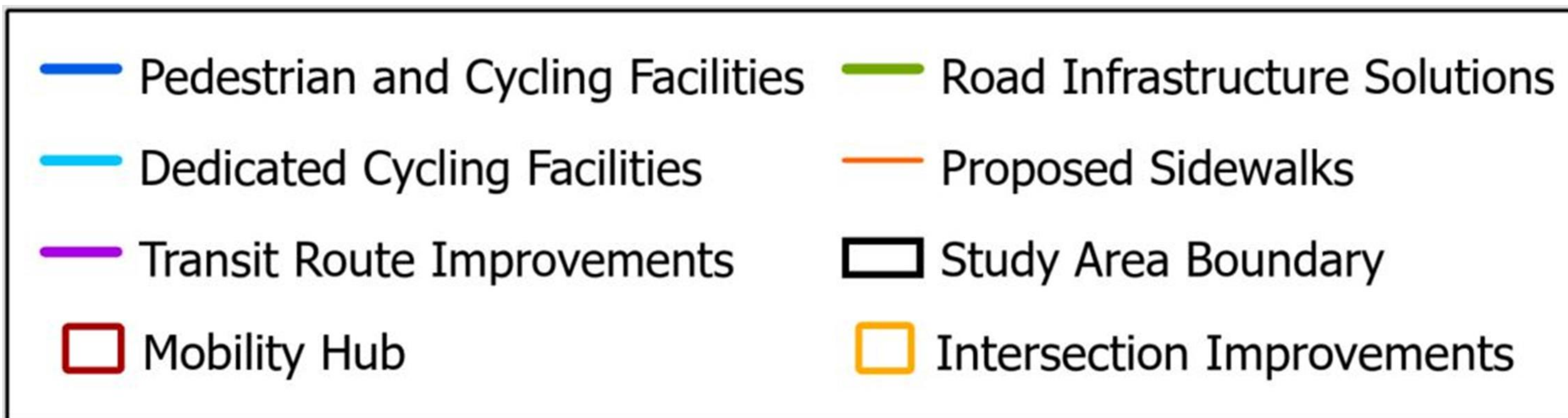
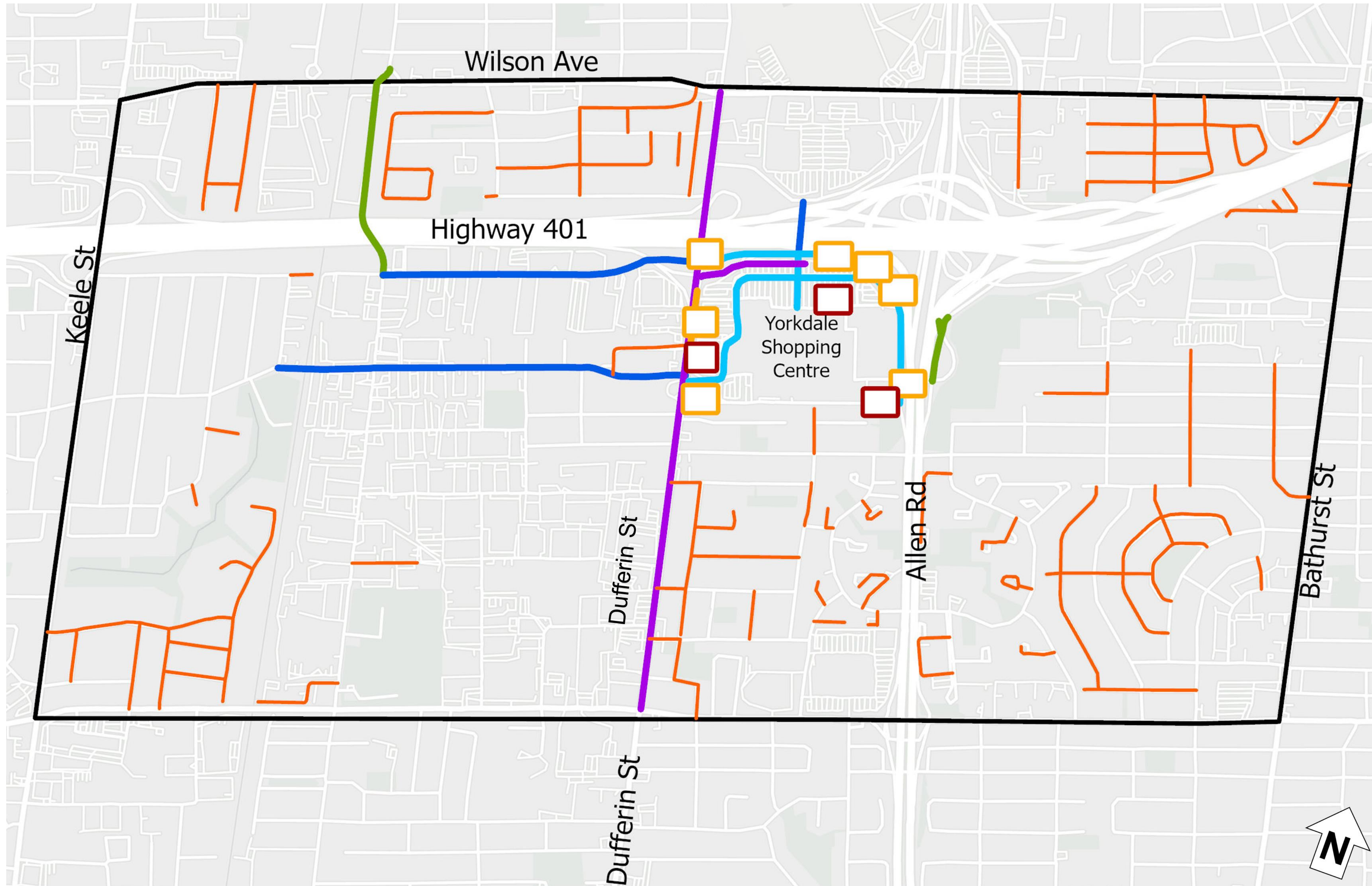
# Road Infrastructure Solutions Screening

No.	Description	Carried Forward
1A	Caledonia Road extension under Highway 401	✓
1B	Extension under Highway 401 to Bridgeland Avenue	✓
1C	New road crossing Highway 401 – Bridgeland Avenue to Northgate Drive (alternative option to 1A and 1B)	✗
2A	New road crossing Barrie GO Rail Corridor – Floral Parkway to Bridgeland Avenue	✗
2B	East-west road connection Rustic Avenue to Cartwright Avenue	✓
3A	New Highway 401 eastbound off-ramp to Bridgeland Avenue	✗
3B	New off-ramp – Highway 401 eastbound to Bridgeland Avenue at Caledonia Road	✗
3C	New Highway 401 eastbound off-ramp to Bridgeland Avenue	✓
4A	Highway 401 westbound off-ramp to Dufferin Street	✓
4B	Highway 401 westbound off-ramp to Dufferin Street	✓
5	New road – Yorkdale Road to Billy Bishop Road crossing Highway 401	✗
6A	New on-ramp – Dufferin Street northbound to Highway 401 eastbound collector. Option for roundabout with 5-legged intersection or signalized intersection with 4 legs	✓
6B	New on-ramp – Dufferin Street to Highway 401 (alternative option to new on-ramp 6A)	✗
8	Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	✓
9	Yorkdale Road extension – existing eastern limit (TTC entrance) to Varna Drive extension	✗
31	New road – north-south access on Highland Hill	✗





# Overview of Preferred Solutions



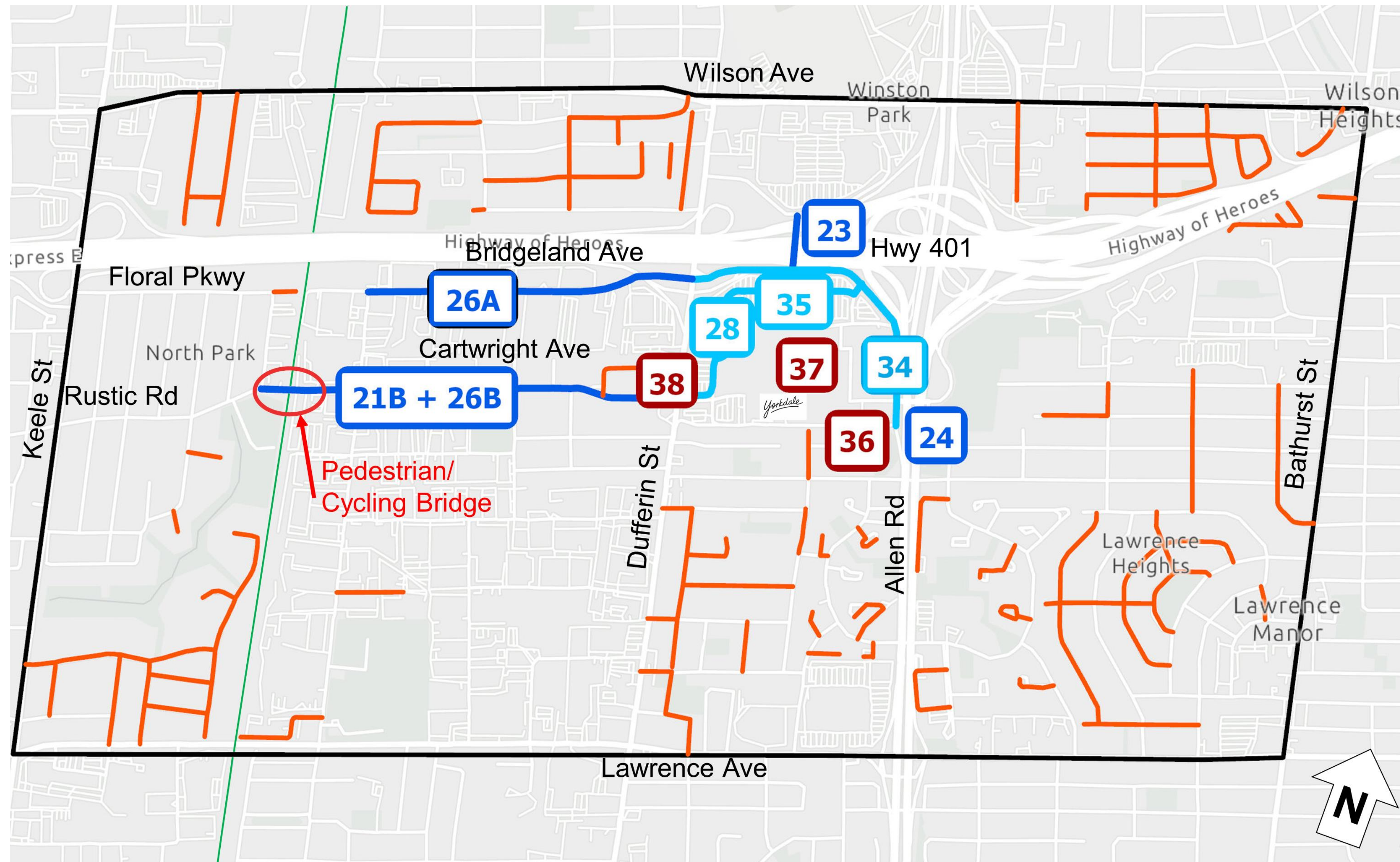
The preferred solutions provide road capacity, transit, cycling, and pedestrian improvements to support future area growth. The preferred solutions include:

- New pedestrian and cycling facilities
- New dedicated cycling facilities
- Transit route improvements
- New mobility hubs, e.g. rideshare and bike share stations
- New road infrastructure
- New sidewalks where there are existing gaps
- Intersection improvements

# Preferred Pedestrian and Cycling Solutions

---

# Pedestrian and Cycling Facilities Improvements

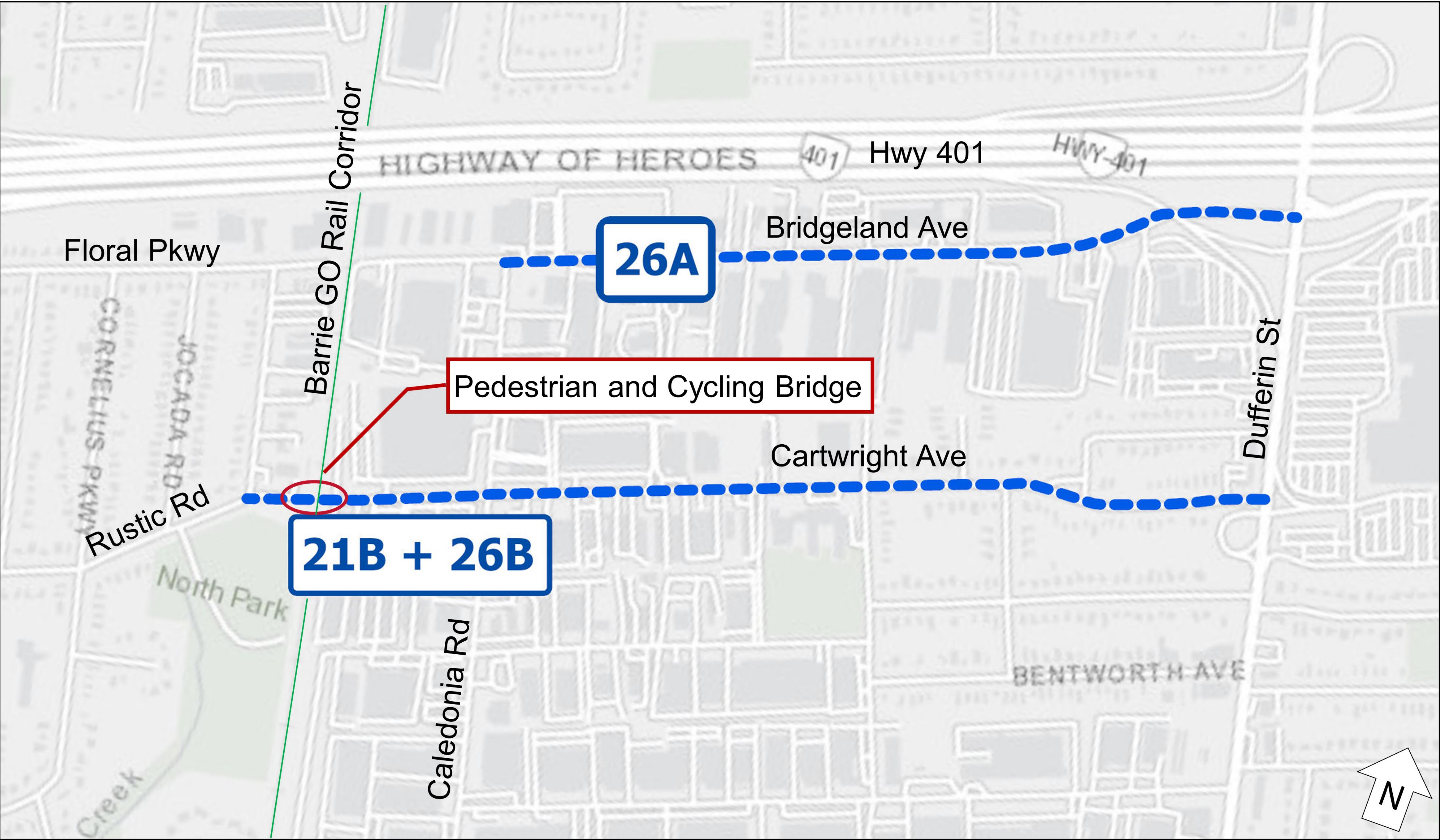


- **28:** East-west cycling facilities on Yorkdale Greenway
- **34:** Cycling facilities on Yorkdale Road
- **35:** North-south cycling connection on Street B between Yorkdale Road and Yorkdale High Street
- **36:** Large scale mobility hub – ride share and bike share (GO Bus Terminal)
- **37:** Small scale mobility hub – bike share (Yorkdale Green)
- **38A/B:** Small scale mobility hub – bike share (Dufferin Park)

- **26A:** Pedestrian and cycling facilities along Bridgeland Avenue from Dufferin Street to Caledonia Road
- **21B:** Pedestrian and cycling bridge (east-west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue
- **26B:** Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue
- **23:** Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way
- **24:** Baycrest Park pedestrian / cycling switchback ramp / stairs
- **25A:** Add sidewalks to local roads with no sidewalks

# Solutions 21B, 26A, and 26B: Bridgeland Avenue and Cartwright Avenue

Solutions 21B, 26A, and 26B support east-west movements, connecting the area west of Dufferin Street to Yorkdale Shopping Centre and overcoming the barrier of the Barrie GO Rail Corridor.

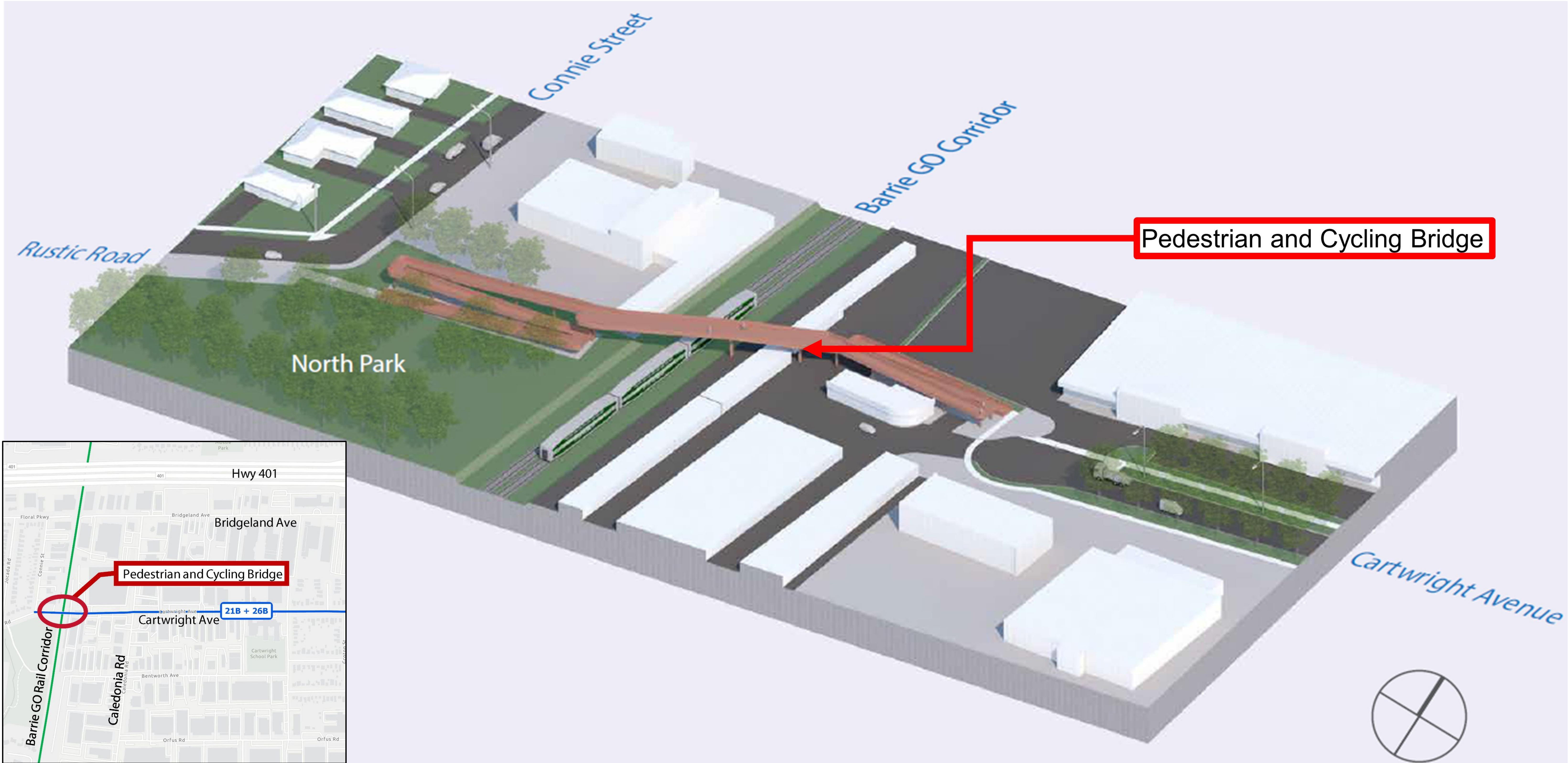


**21B:** Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor Connecting Rustic Road to Cartwright Avenue

**26A:** Pedestrian and cycling facilities on Bridgeland Avenue from Dufferin Street to Caledonia Road

**26B:** Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue

# Solution 21B: Pedestrian and Cycling Bridge (east west) over Barrie GO Rail Corridor Connecting Rustic Road to Cartwright Avenue



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

Solution 23 supports north-south movements, diverting some pedestrian and cycling traffic away from Dufferin Street and overcoming the barrier of Highway 401.



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

Looking west from Yorkdale Road

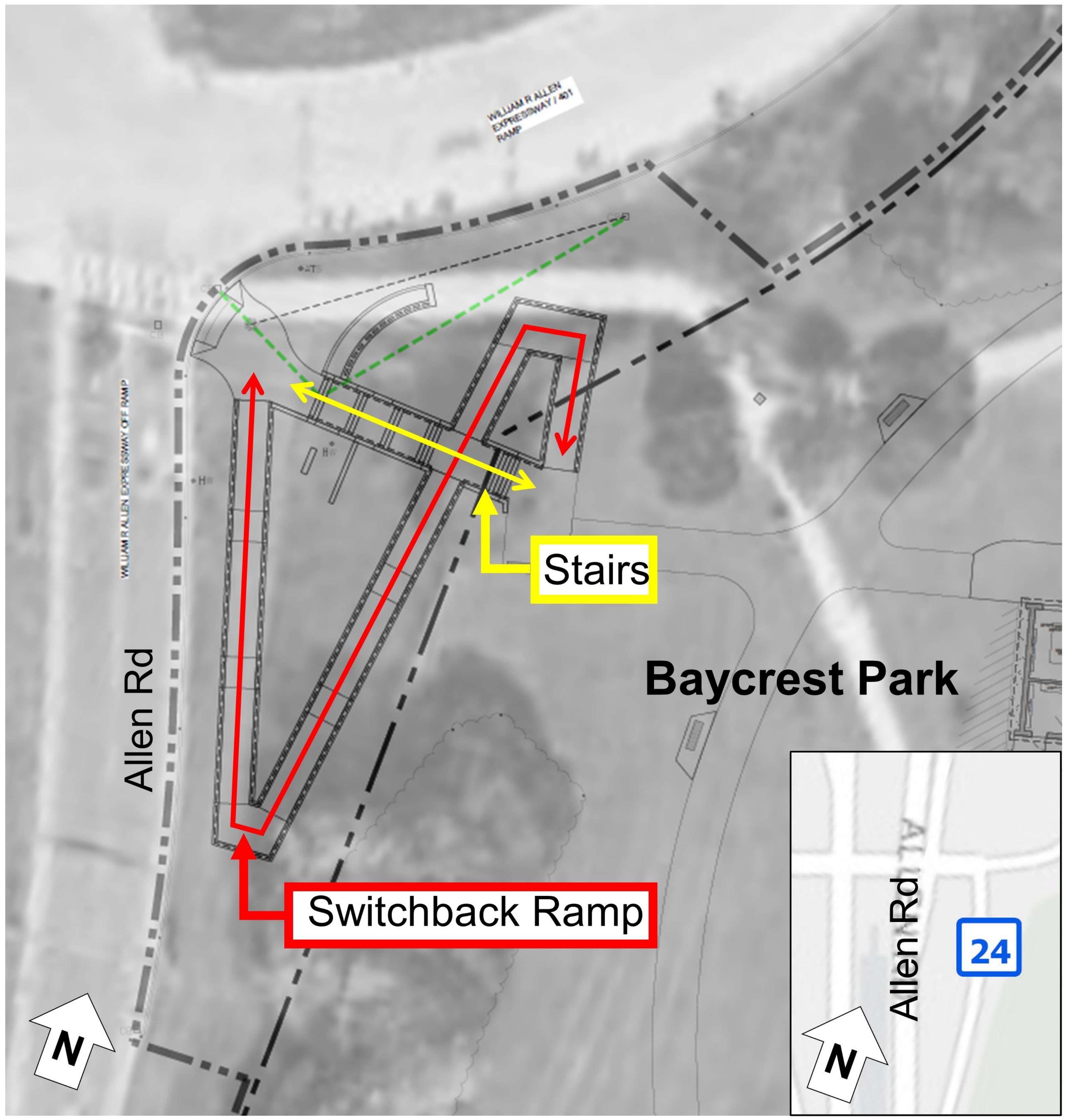


Looking north from Yorkdale Road



Looking southeast from Billy Bishop Way

# Solution 24: Baycrest Park Pedestrian / Cycling Switchback Ramp / Stairs



Solution 24 provides a more accessible path over the steep grade change between the Allen Road off-ramp and Baycrest Park.

The switchback ramp and stairs would create a safer pathway for pedestrians and cyclists up and down the slope compared to the existing path.

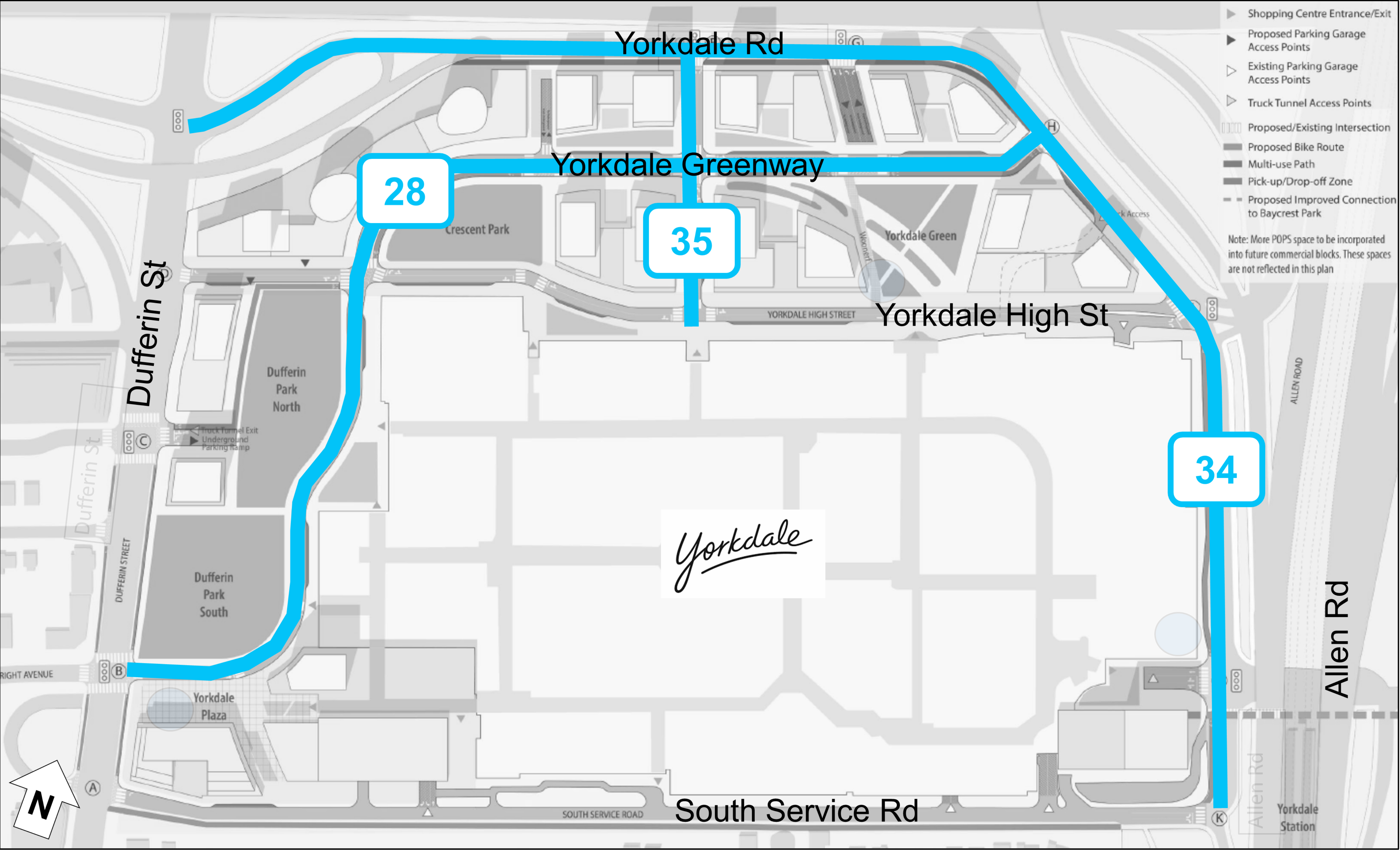


Example of a switchback ramp  
Source: [http://www.portawalk.com/tas\\_guidelines.html](http://www.portawalk.com/tas_guidelines.html)



# Solutions 28, 34, 35: Cycling Facilities at Yorkdale Development Site

Solutions 28, 34, and 35 create safe cycling connections in the new street grid proposed within the Yorkdale development site.



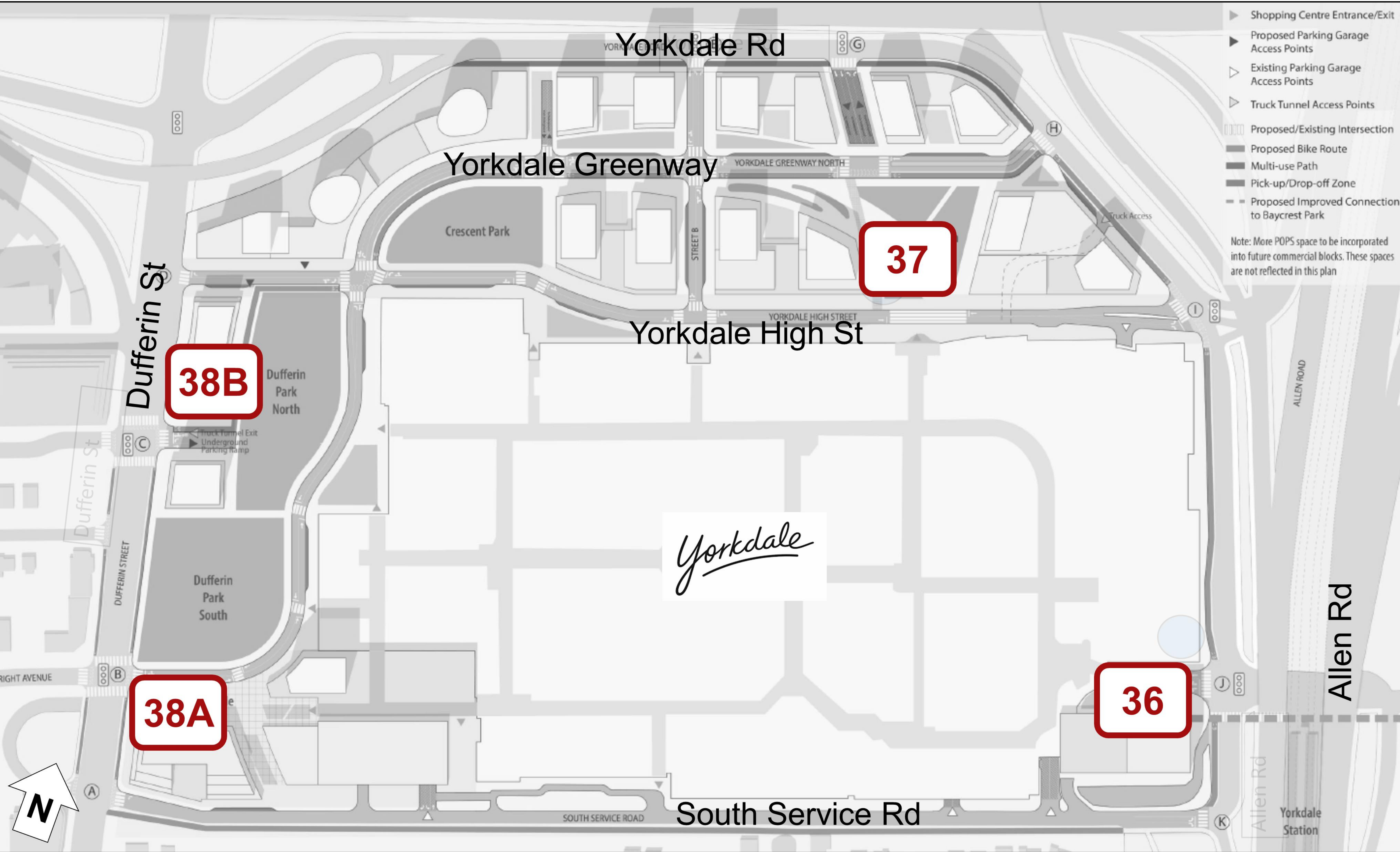
**28:** East-west cycling facilities on Yorkdale Greenway

**34:** Cycling facilities on Yorkdale Road

**35:** North-south cycling connection on Street B between Yorkdale Road and Yorkdale High Street

# Solutions 36, 37, 38A / B: Mobility Hubs

Solutions 36, 37 and 38A / B create mobility hubs that would have access to bike share and ride share facilities and would be located adjacent to transit, pedestrian, and cycling routes.



**36:** Large scale mobility hub – ride share and bike share (GO Bus Terminal)

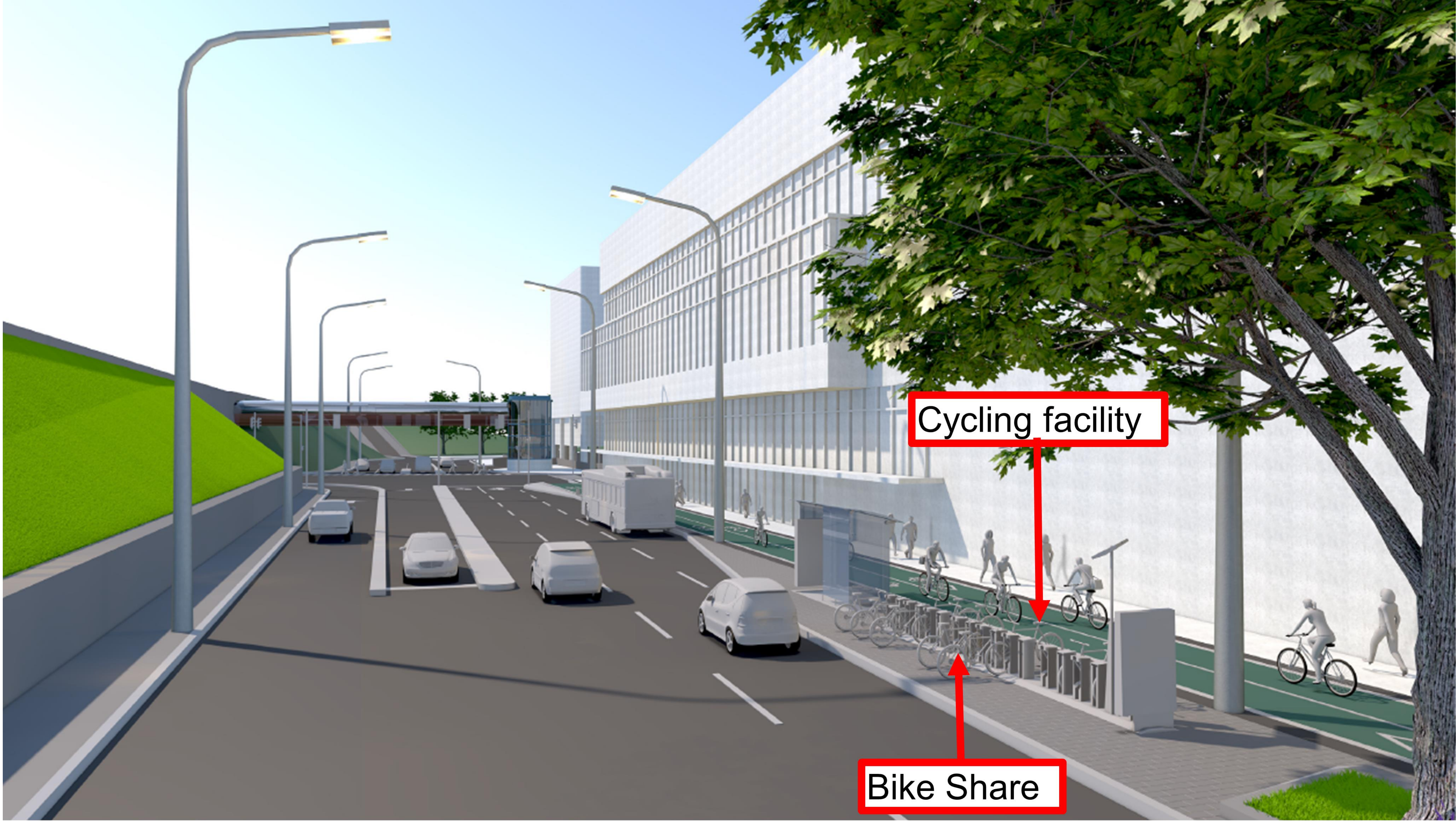
**37:** Small scale mobility hub – bike share (Yorkdale Green)

**38A / 38B:** Small scale mobility hub – bike share (Dufferin Park)

Solution 38B is an additional recommendation suggested by the project’s Local Advisory Committee.

# Solution 34: Cycling Facilities on Yorkdale Road

# Solution 36: Large Scale Mobility Hub – GO Bus Terminal / Bike Share on Yorkdale Road / Car Share under Nordstrom

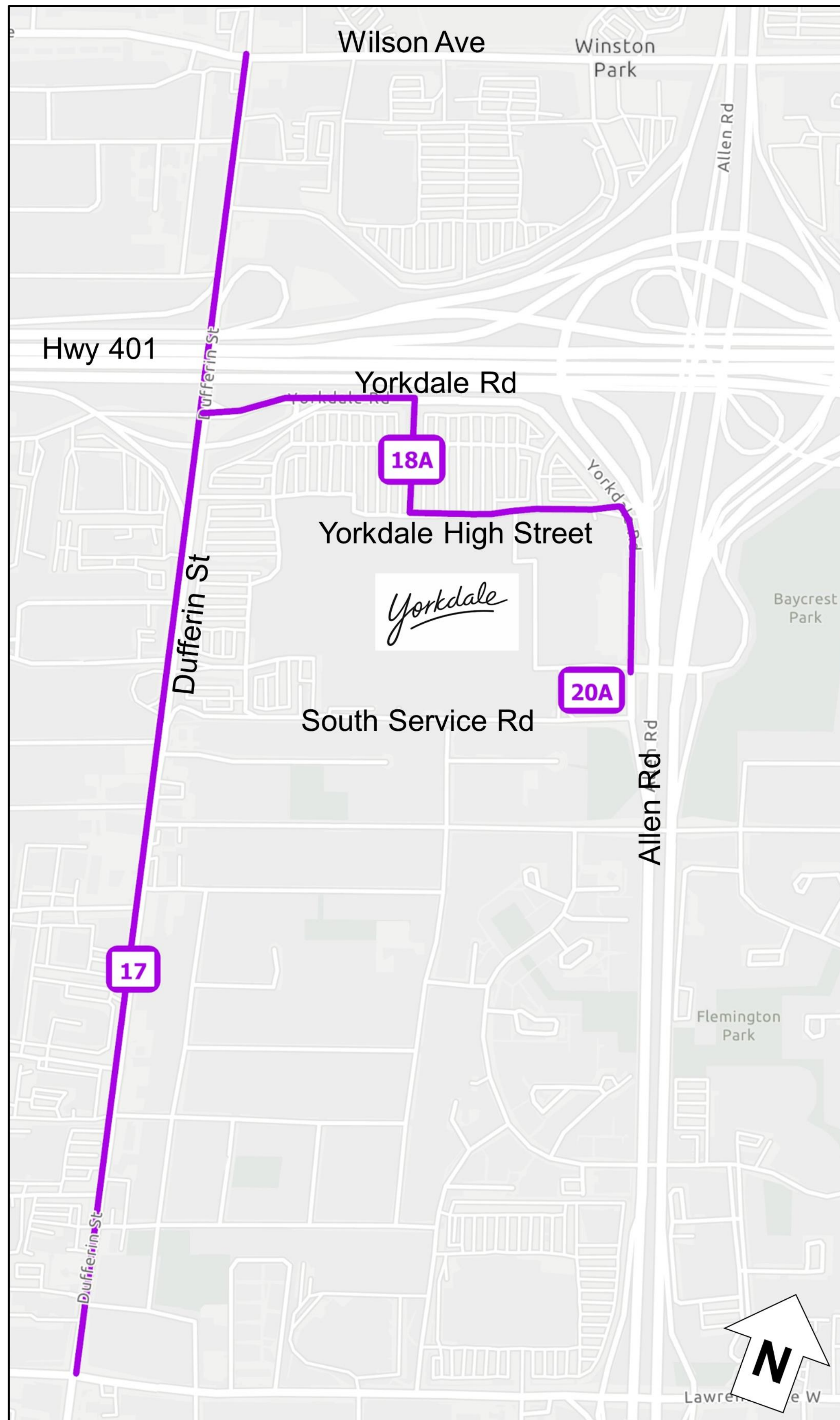


Looking south on Yorkdale Road towards GO bus terminal and existing TTC pedestrian bridge

# Preferred Transit Solutions

---

# Solutions 17, 18A, 20A: Transit Improvements



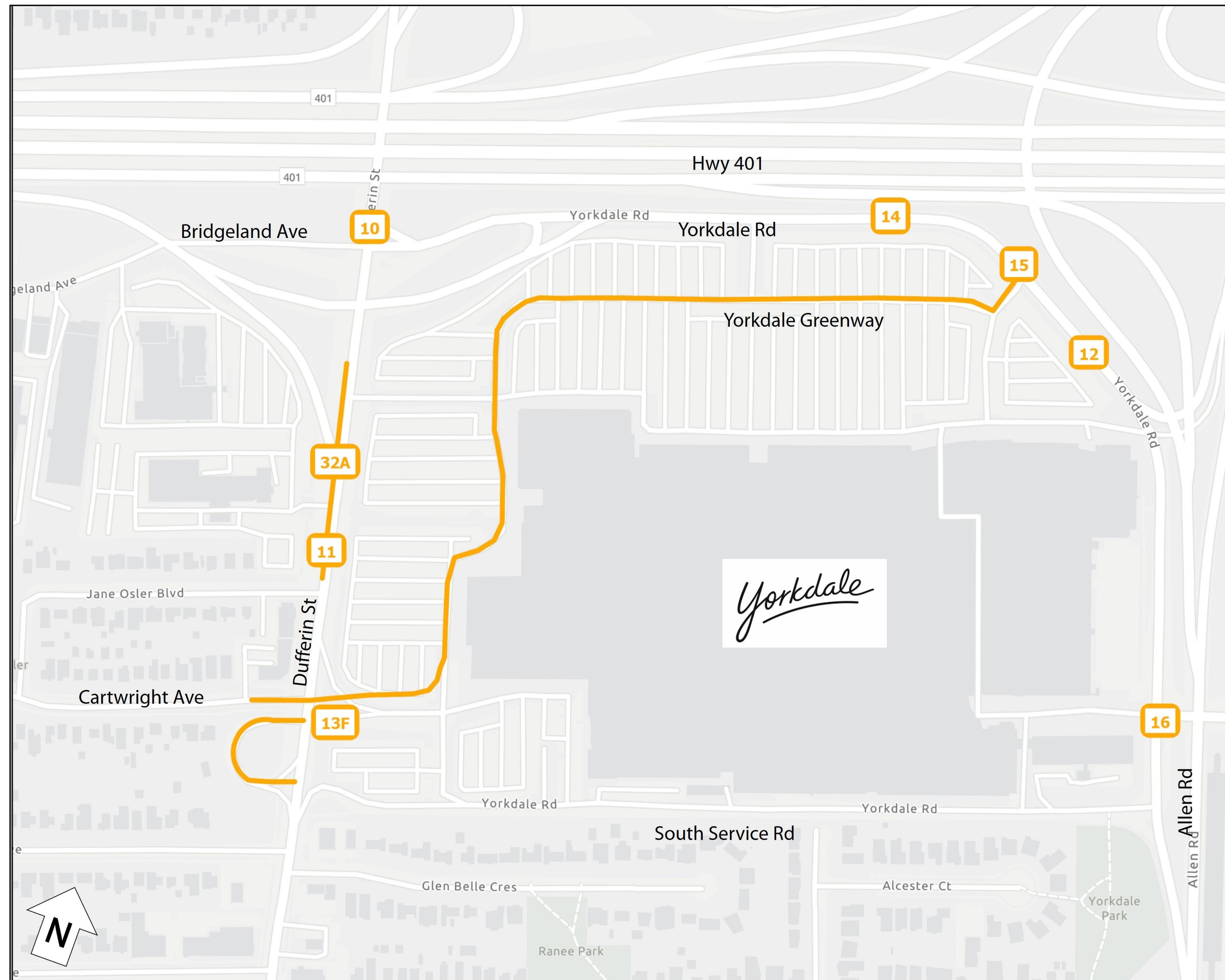
Solutions 17, 18A, and 20A establish Yorkdale Shopping Centre as a transit hub and would improve services, operational reliability, and access to TTC and GO Transit.

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

# Preferred Intersection Improvement Solutions

---

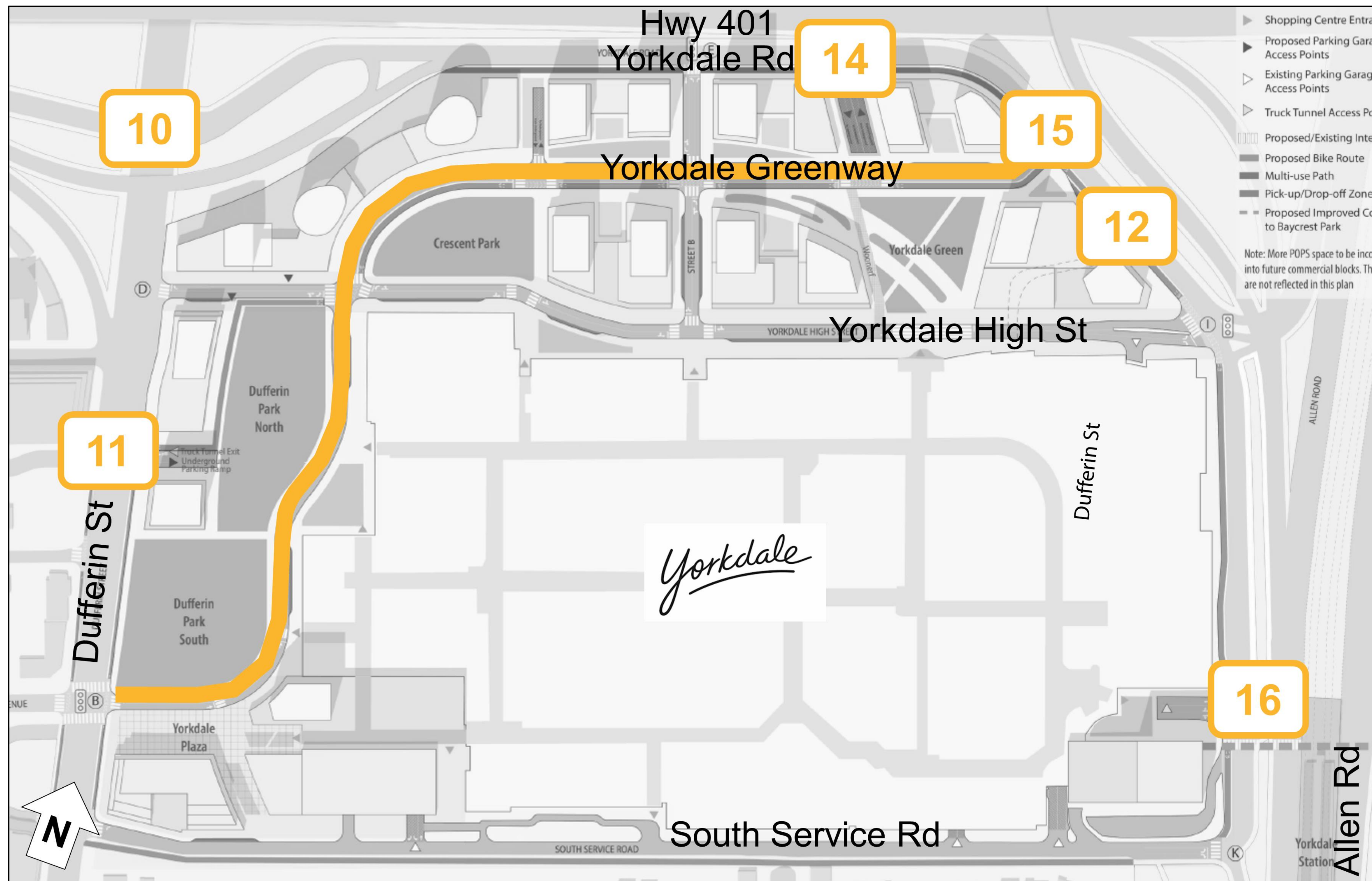
# Solution 10-16 and 32A: Intersection Improvements



- **10:** Allow southbound left turn for all vehicles at the intersection of Dufferin Street / Bridgeland Avenue
- **11:** Honda access and Yorkdale access to be normalized (aligned) with no offset.
- **12:** Unsignalized separate truck access
- **13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway
- **14:** New signalized full access to parking garage
- **15:** New unsignalized access on Yorkdale Road (Yorkdale Greenway connecting to Dufferin Street)
- **16:** Contra-flow southbound left-turn on Yorkdale Road
- **32A:** 401 EB off-ramp to Dufferin Street – Retain southbound curb lane for Transit / HOV

# Preferred Intersection Improvement Solutions

Solutions 10, 11, 12, 14, 15, and 16 improve travel connections and safety conditions of all road users at intersections.



**10:** Allow southbound left turn for all vehicles at the intersection of Dufferin Street / Bridgeland Avenue

**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

**14:** New signalized full access to parking garage

**15:** New unsignalized access on Yorkdale Road (Yorkdale Greenway connecting to Dufferin Street)

**16:** Contra-flow southbound left-turn on Yorkdale Road



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



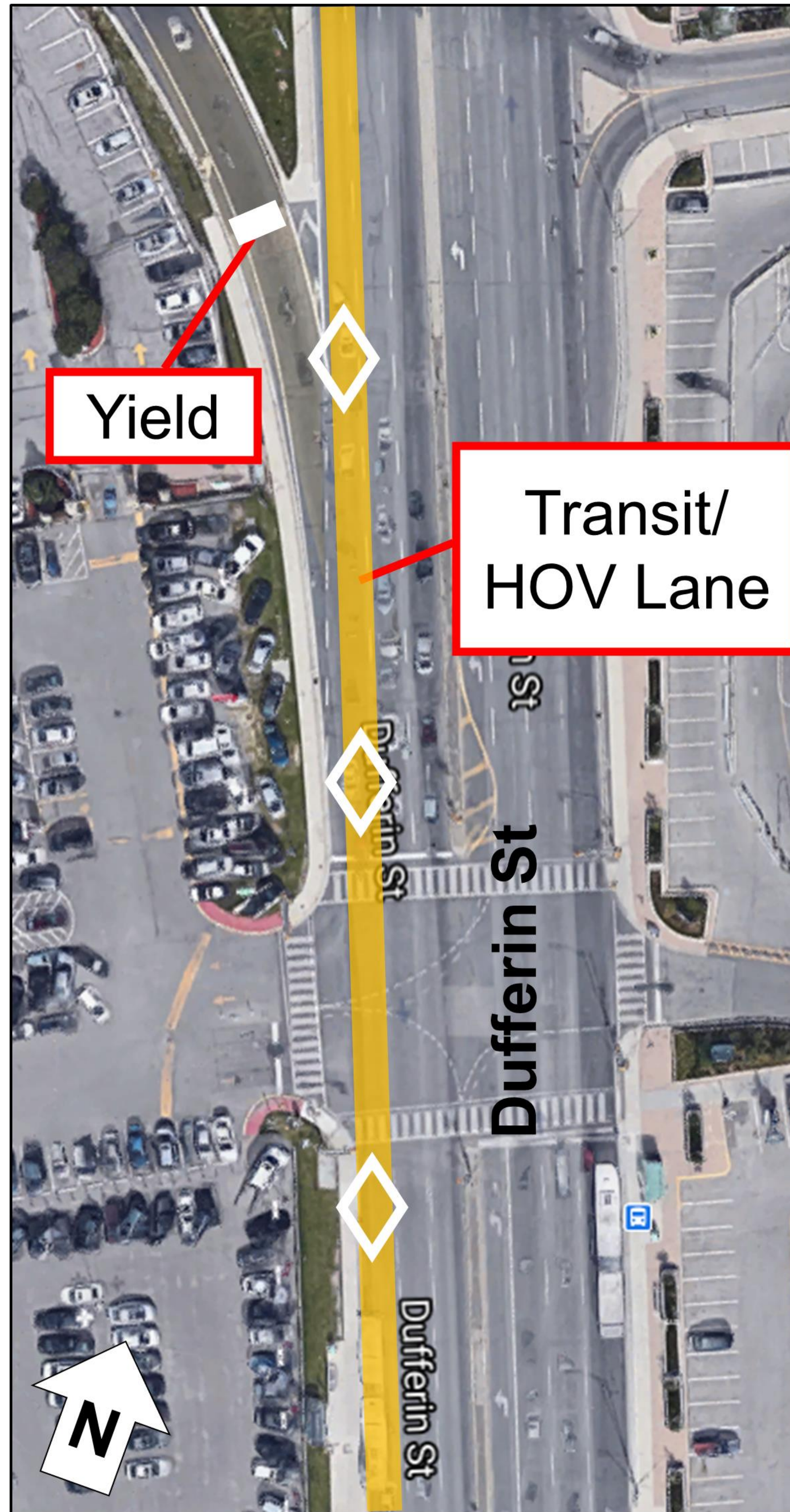
New signal at Dufferin Street and Cartwright Avenue / Yorkdale Greenway

- No southbound left turns
- Opportunity to restrict westbound through vehicle traffic, using signage and / or physical barriers

Existing mall driveway maintained under Dufferin



# Solution 32A: 401 eastbound off-ramp to Dufferin Street – Retain Southbound Curb Lane for Transit / HOV



Solution 32A prioritizes transit and high-occupancy vehicles while maintaining traffic flow on Dufferin Street.

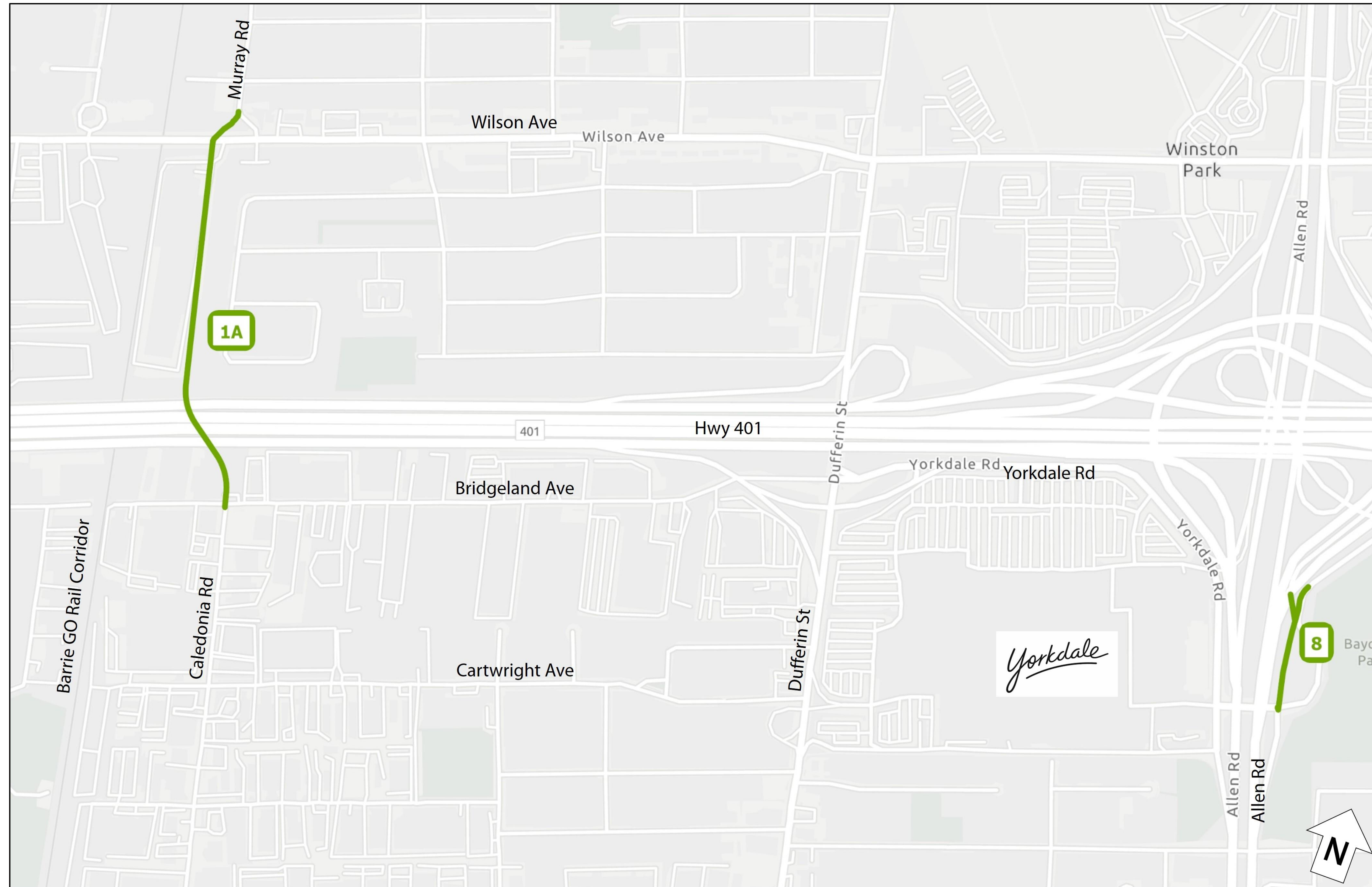
Vehicles on the 401 eastbound off-ramp would yield to traffic, as they would today, before merging into the transit / HOV lane.

Single-occupancy vehicles (vehicles with only one driver and no passengers) would have to merge into the centre lane when it is safe to do so.

# Preferred Road Infrastructure Solutions

---

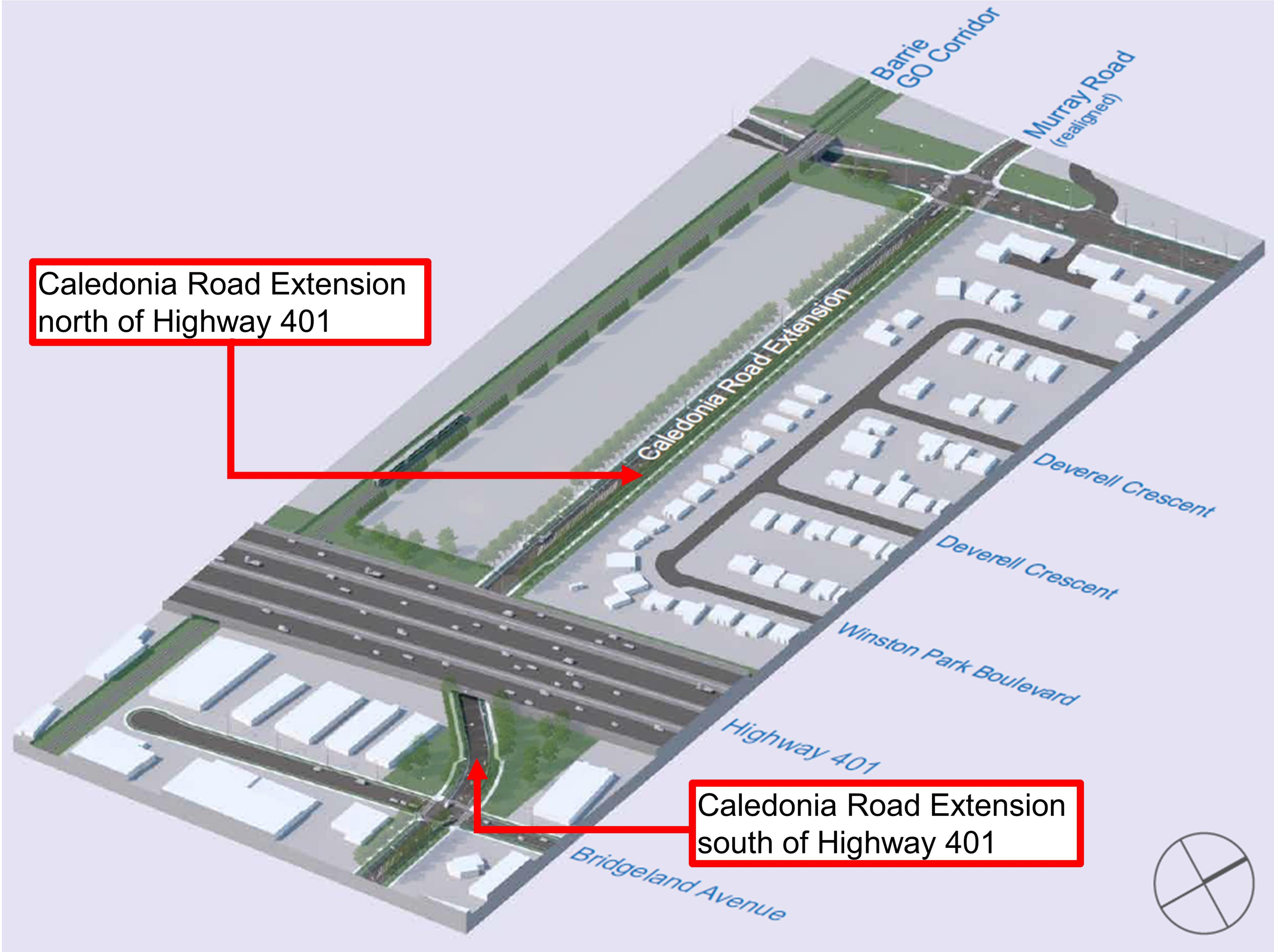
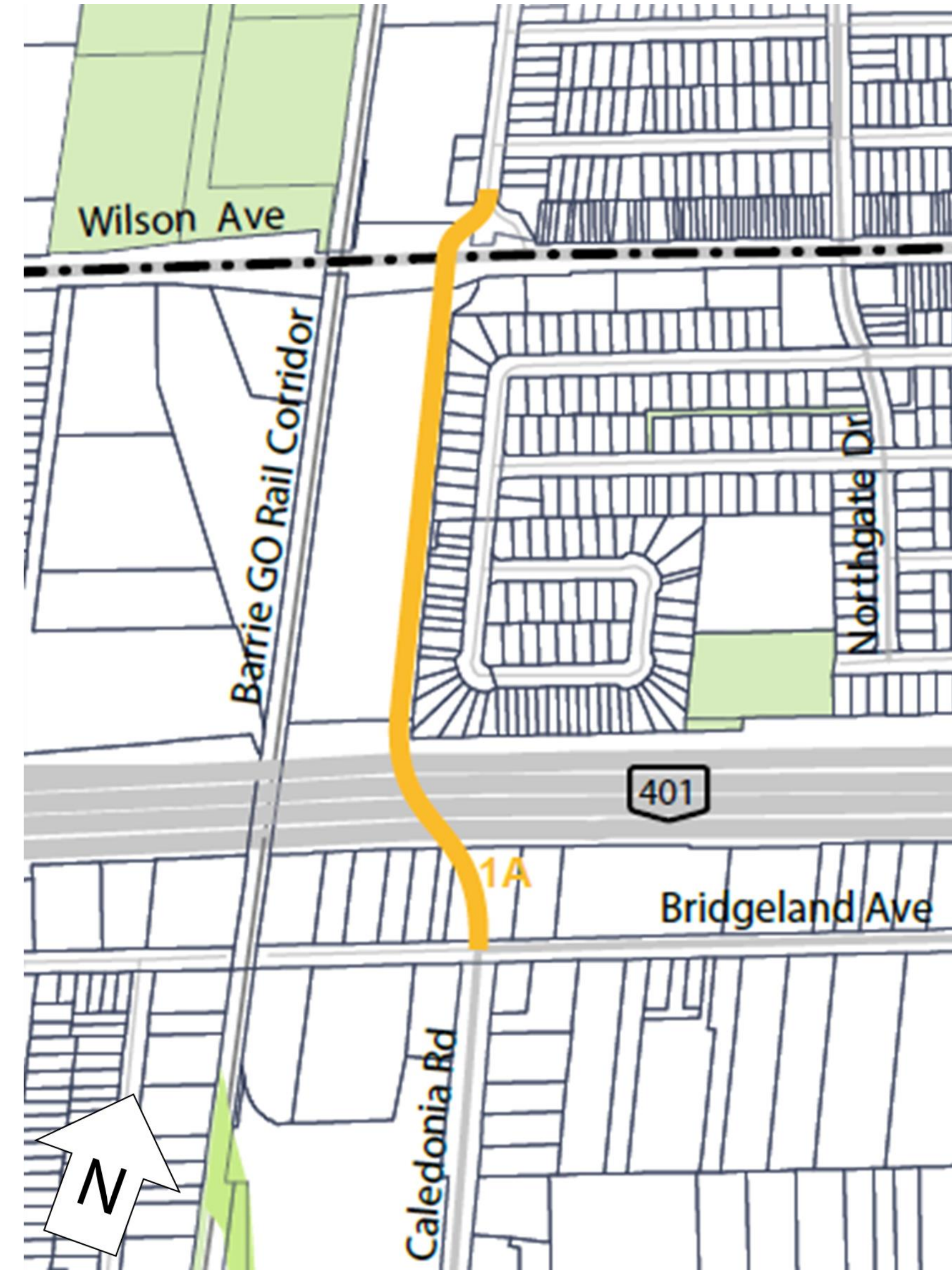
# Road Infrastructure Improvements



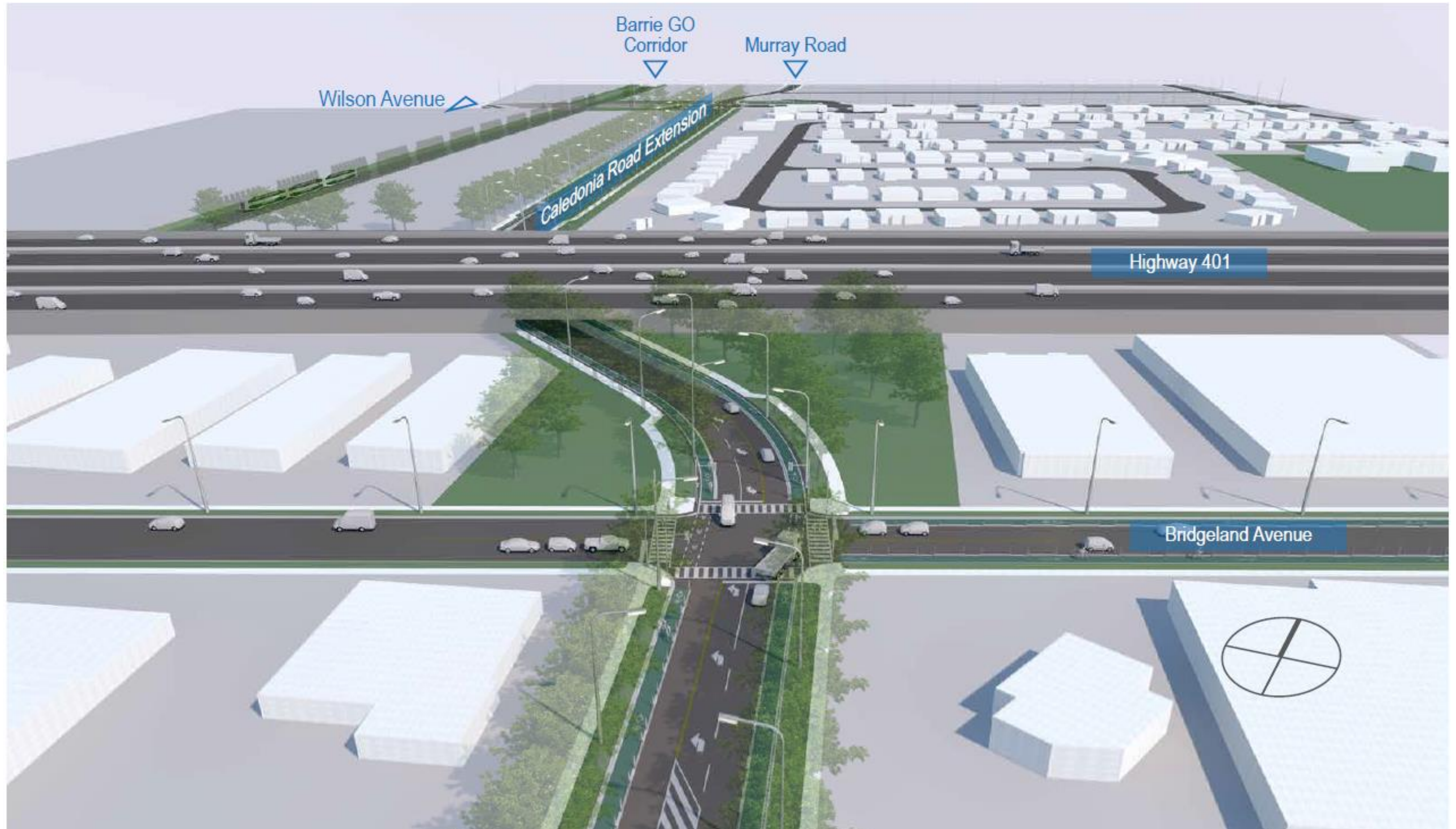
- **1A:** Caledonia Road extension under Highway 401
- **8:** Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401

# Solution 1A: Caledonia Road Extension Under Highway 401

Solution 1A creates a new north-south connection across Highway 401 by extending Caledonia Road to Wilson Avenue, providing an alternative between Dufferin Street and Keele Street.

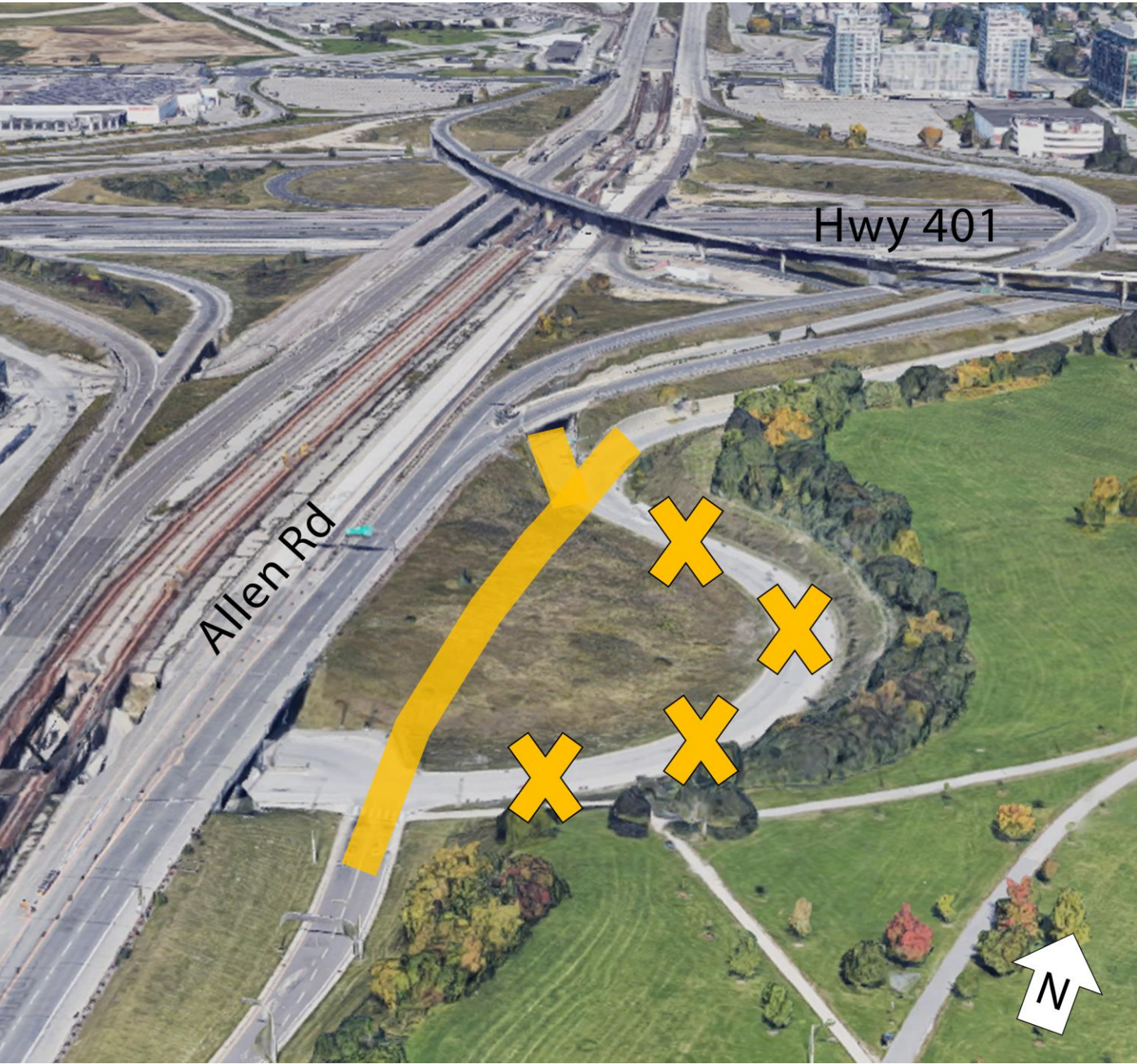


# Solution 1A: Caledonia Road Extension Under Highway 401

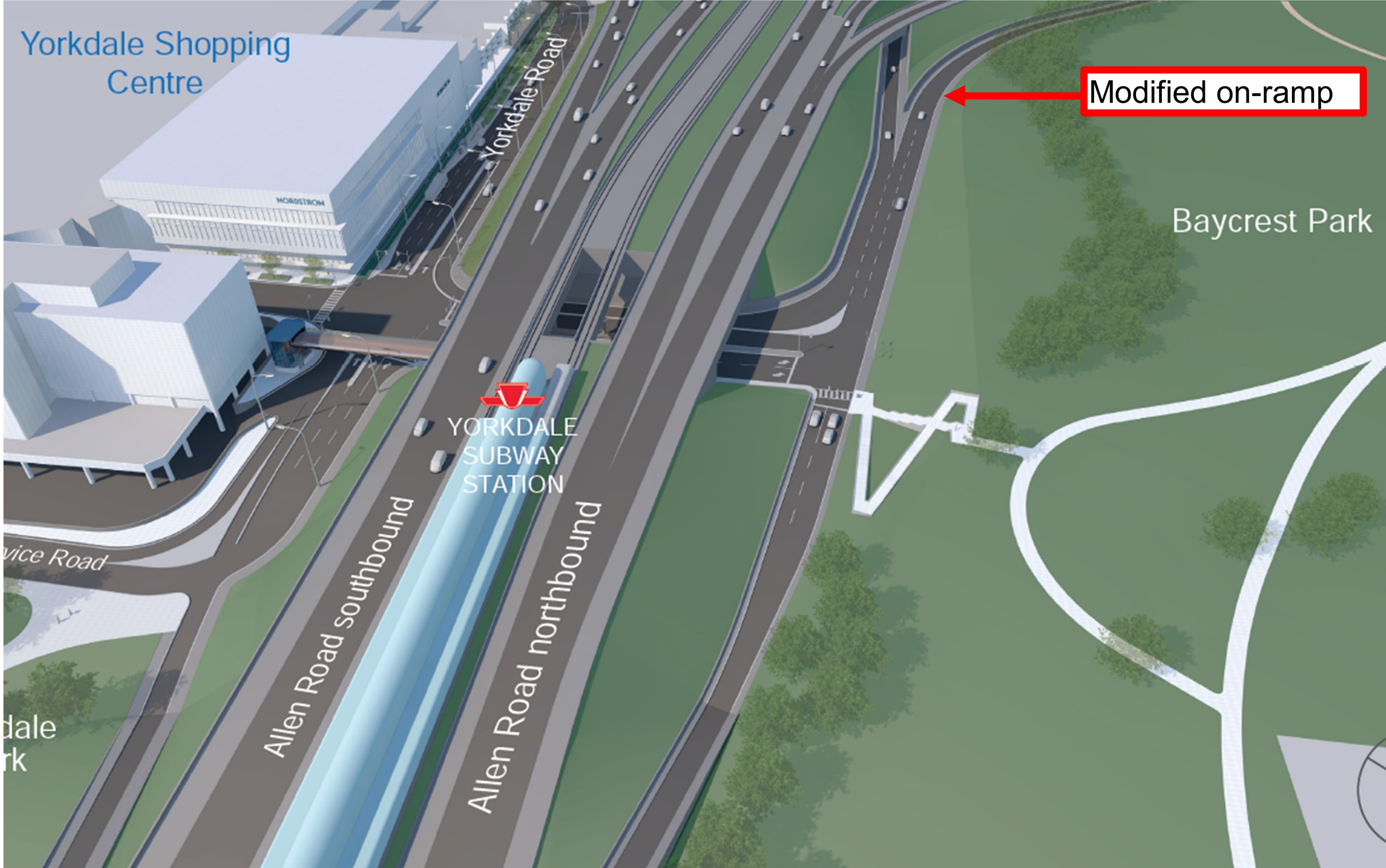


# Solution 8: Modified On-Ramp to northbound Allen Road, westbound and eastbound Highway 401

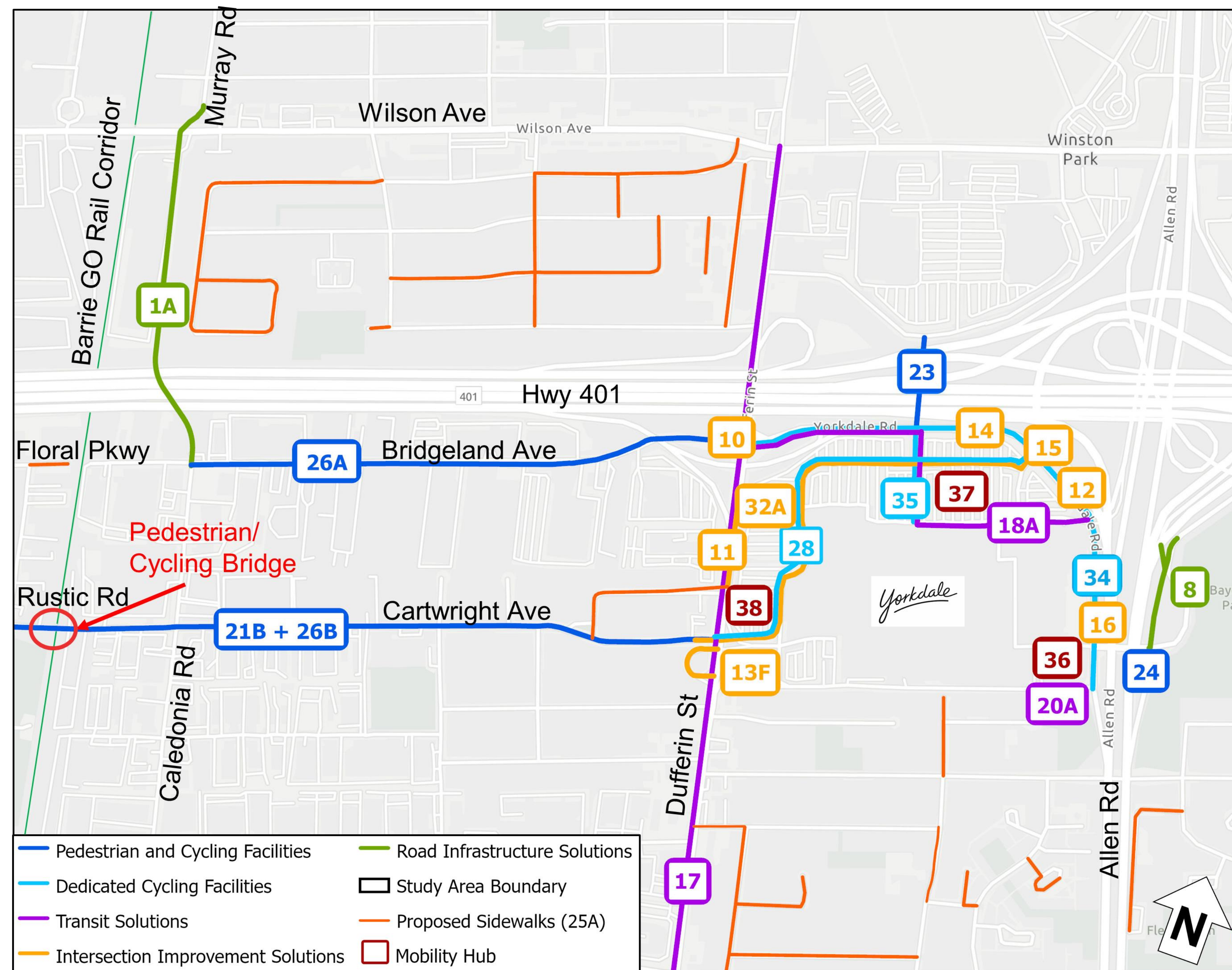
Solution 8 would enable the expansion of Baycrest Park and accommodate the proposed Varna Drive extension, with minor impact to the ramp operations.



Existing condition



# Overall Preferred Solutions

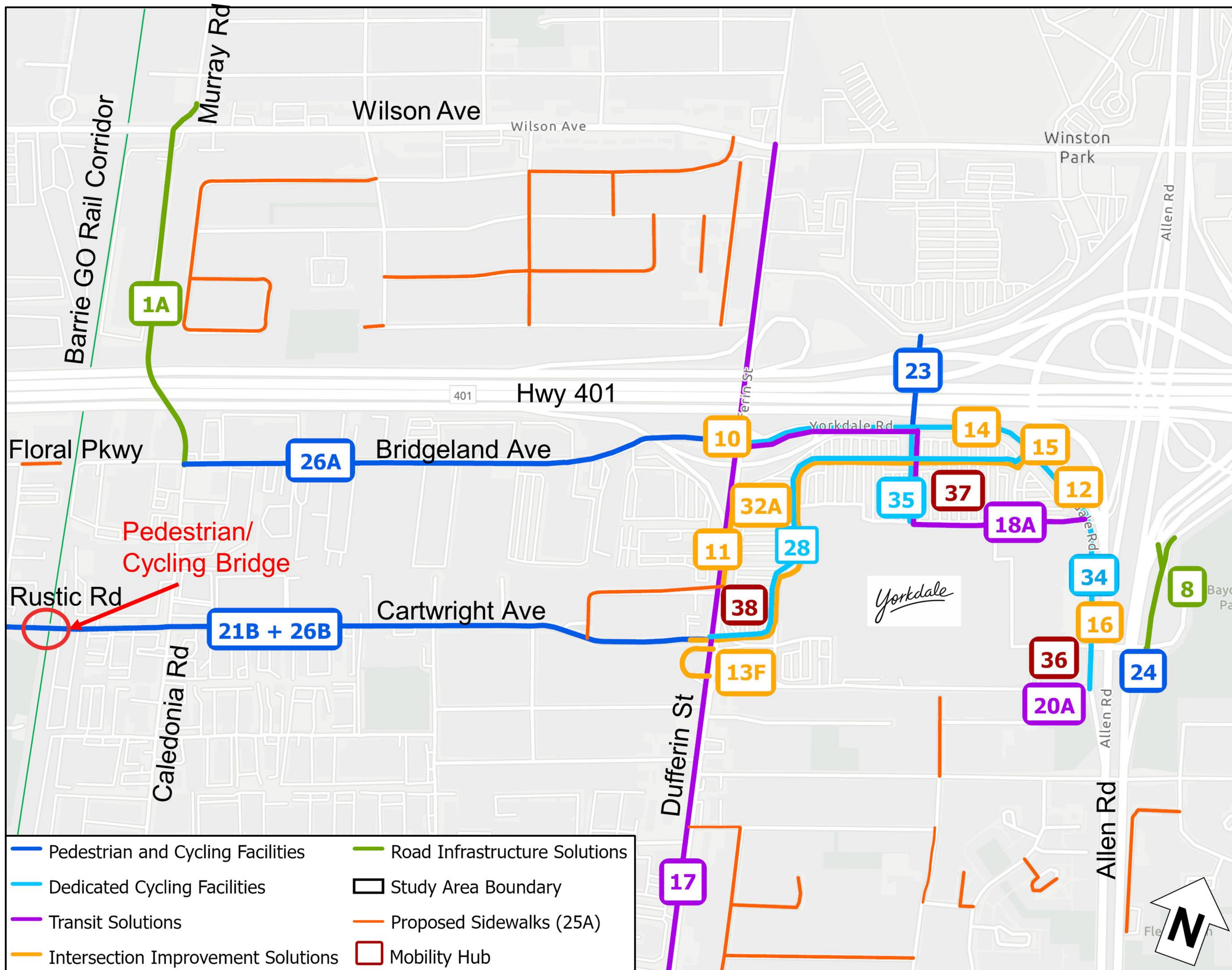


## Pedestrian and Cycling Facilities Improvements:

- **26A:** Pedestrian and cycling facilities along Bridgeland Avenue from Dufferin Street to Caledonia Road
- **21B:** Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue
- **26B:** Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue
- **23:** Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road 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 Road
- **35:** North-south cycling connection on Street B between Yorkdale Road and Yorkdale High Street
- **36:** Large scale mobility hub – ride share and bike share (GO Bus Terminal)
- **37:** Small scale mobility hub – bike share (Yorkdale Green)
- **38A/B:** Small scale mobility hub – bike share (Dufferin Park)



# Overall Preferred Solutions



## Transit Improvements:

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

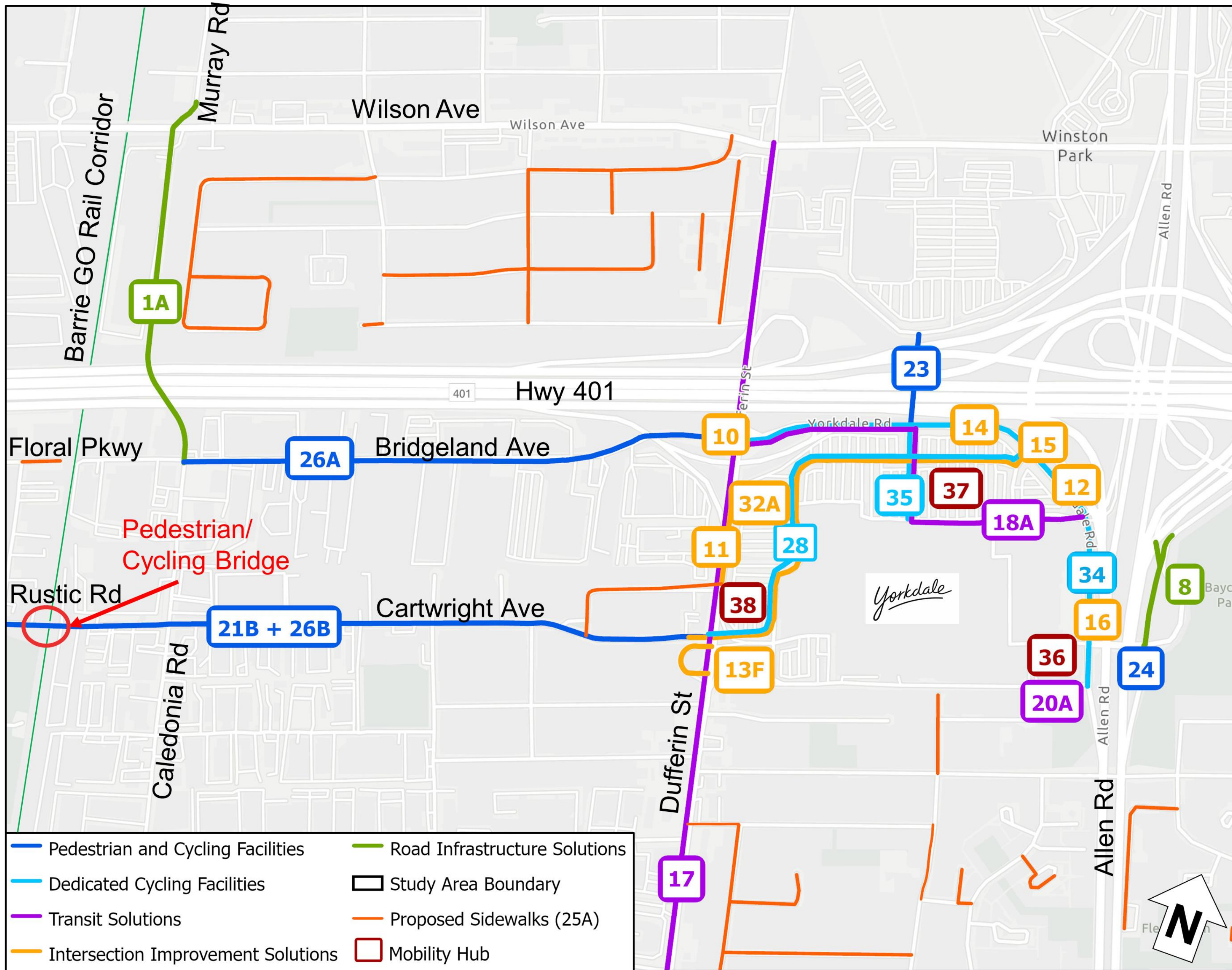
## Intersection Improvements:

- **10:** Allow southbound left turn for all vehicles at the intersection of Dufferin Street / Bridgeland Avenue
- **11:** Honda access and Yorkdale access to be normalized (aligned) with no offset.
- **12:** Unsignalized separate truck access
- **13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway
- **14:** New signalized full access to parking garage
- **15:** New unsignalized access on Yorkdale Road (Yorkdale Greenway connecting to Dufferin Street)
- **16:** Contra-flow southbound left-turn on Yorkdale Road
- **32A:** 401 EB off-ramp to Dufferin Street – Retain southbound curb lane for Transit / HOV

# Overall Preferred Solutions

## Road Infrastructure Improvements:

- **1A:** Caledonia Road extension under Highway 401
- **8:** Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401

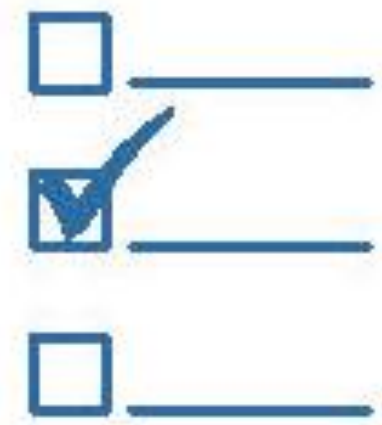


# Policy Recommendations

---

# Policy Recommendations

To support future development, at least 50% of the peak evening trips to the study area and 60% for evening trips from the study area will need to be non-automobile trips. To achieve this, the preferred solutions are necessary along with Transportation Demand Management strategies, such as:



## 1. Innovative Mobility Plan Checklist

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



## 3. Parking Strategies

Work with Oxford to implement parking strategies, such as:

- a) Providing car share and bike share 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



## 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.



## 4. Cycling Programs

Use the City of Toronto's Cycling Network Plan 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

# Next Steps

---

# Next Steps: Transportation Master Plan

- An implementation plan will be developed for the preferred solutions
- Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the EA process
- Some solutions will be delivered through the development process



# Transportation Master Plan Timelines

- Spring 2022:
  - Consultation Summary Report
  - Staff Report to Committee and Council
  - Final Environmental Study Report
- After Staff Report is approved: Notice of Completion

# Block Master Plan Timelines

- Summer 2022:
  - Block Master Plan expected to be completed
- Development approvals for the Yorkdale site will progress over the next 20+ years

# Transportation Master Plan Q&A



# How to Participate

- **By Phone:**

- To raise or lower your hand virtually, key in \*3.

- **By Computer:**

- 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.

- **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.

# 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:



[toronto.ca/yorkdalemasterplan](https://toronto.ca/yorkdalemasterplan)

## Contact Us

---

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



[yorkdalemasterplan@toronto.ca](mailto:yorkdalemasterplan@toronto.ca)

## Feedback

---



**Please complete the online survey** or submit comments via email, mail, and/or phone by **March 8, 2022**.



**Ryan Lo**  
**Senior Public Consultation Coordinator**  
**City of Toronto**  
**55 John Street, Metro Hall, 19th Floor**  
**Toronto, ON M5V 3C6**  
**Tel: 416-395-7243**