

1 Introduction

Yorkdale Shopping Centre is Canada's leading regional shopping destination and a major attraction for residents and tourists alike in the Greater Toronto Area (GTA). The shopping centre attracts over 22 million annual visitors, is home to over 250 stores, has 4,580 full time equivalent employees, and generates an annual tax revenue of \$50.9 million to the City of Toronto¹.

While the Dufferin Street Secondary Plan considered growth along the Dufferin Street Corridor, it only considered partial redevelopment of the Yorkdale Shopping Centre area along the Dufferin Street frontage. With significant plans for growth and development both on the shopping centre lands as well as in surrounding areas, City Council directed Transportation Services to undertake the Yorkdale Transportation Master Plan (YTMP) in 2019.

It is imperative that the YTMP develops a coordinated plan which balances the existing and future mobility needs of all the people and jobs in the area. This TMP identifies transportation programs, policies, and infrastructure that will support the growth identified in the Yorkdale Shopping Centre Block Master Plan and builds upon previously approved secondary plans in the area including the Dufferin Street Secondary Plan and the Lawrence Allen Secondary Plan.

The preferred solutions that are recommended as a result of this study support a continuous, multi-modal transportation network that accommodates all users, while supporting reinvestment of City-owned land for public objectives. The proposed multi-modal network and streetscape improvements associated with the preferred solutions represent a balanced approach that will focus on efficient movement of people and goods instead of moving vehicles by providing a positive environment for pedestrians and cyclists, support the expansion of the city's cycling network, provide enhanced transit facilities for the TTC and GO Transit, as well as improve road safety.

1.1 Study Area

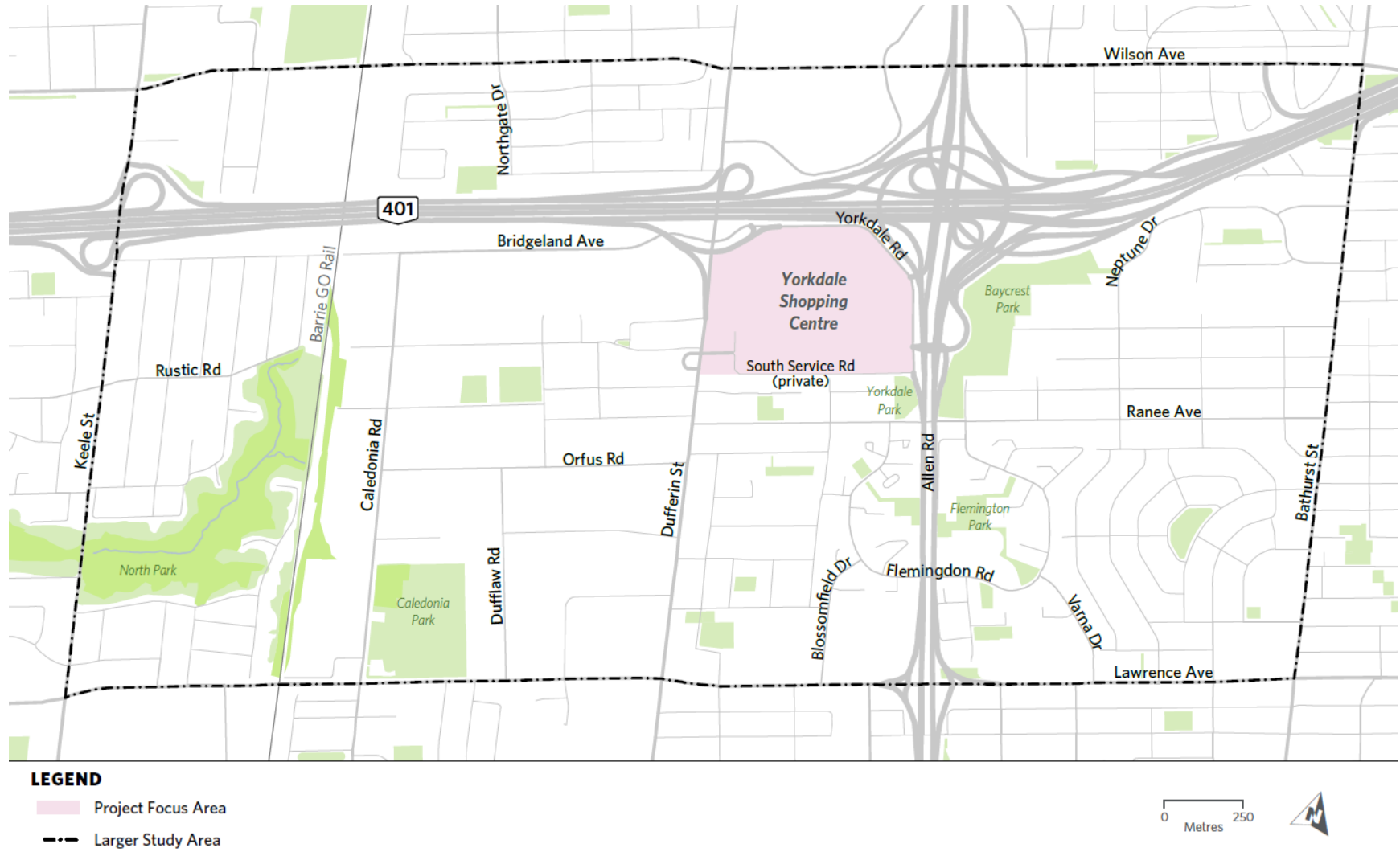
Two study areas have been identified for the Yorkdale TMP in order to address both the local traffic and broader travel issues of the shopping centre related traffic and background traffic: the project focus area and the larger study area. **Figure 1-1** illustrates the study areas for the Yorkdale TMP.

The project focus area is the Yorkdale Shopping Centre site, which is bounded by Highway 401 to the north, Allen Road to the east, Yorkdale South Service Road to the south (private road), and Dufferin Street to the west.

The proposed Yorkdale redevelopment and infrastructure within the project focus area may have implications on the broader transportation network, therefore a larger study area was identified for transportation analysis. This larger study area is bounded by Wilson Avenue to the north, Bathurst Street to the east, Lawrence Avenue West to the south, and Keele Street to the west.

¹ Yorkdale Master Plan (http://yorkdalemasterplan.ca/wp-content/uploads/sites/20/2017/06/panelsPORTRAITv5_AODA-sm.pdf)

Figure 1-1. Study Area

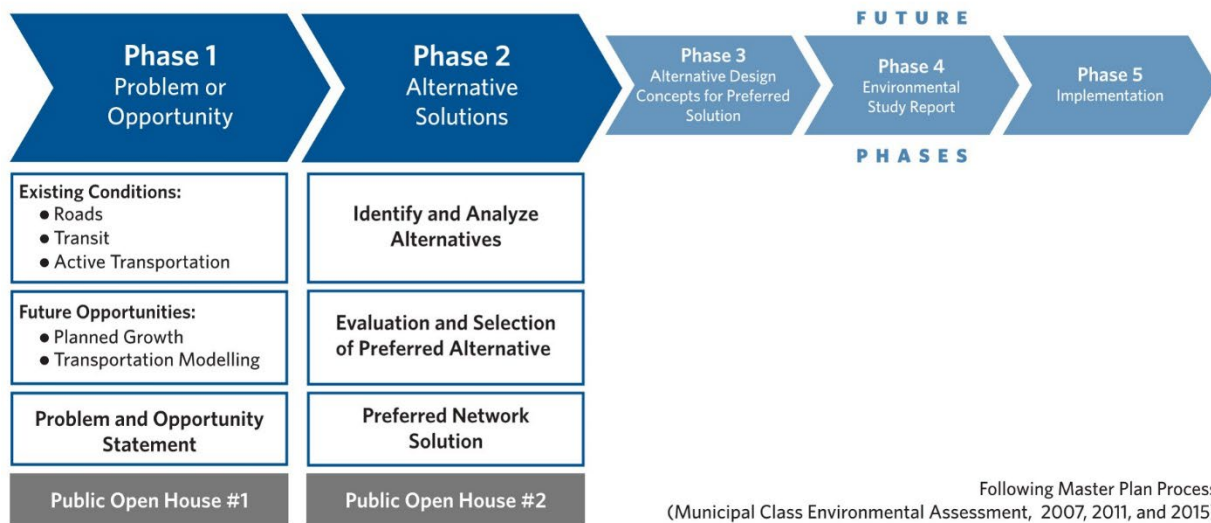


1.2 TMP Purpose and EA Process

The TMP was carried out in accordance with Master Plan Approach #2 of the Municipal Class Environmental Assessment (EA) Process (October 2000, as amended in 2007, 2011, and 2015) to advance the implementation of Schedule A and B infrastructure projects (**Figure 1-2**). Of the five-phase Municipal Class EA process, the study followed Phase 1 and Phase 2 where the first phase defines the problem and/or opportunities and the second phase identifies and evaluates alternative planning solutions to recommend a preferred alternative (group of solutions).

As part of the Municipal Class EA process, consultation with stakeholders and the public was conducted throughout the project.

Figure 1-2. Municipal Class EA Process



2 Policy Context and Background Studies

This section provides the context for the study in relation to planning policies and design guidance at the provincial and municipal level.

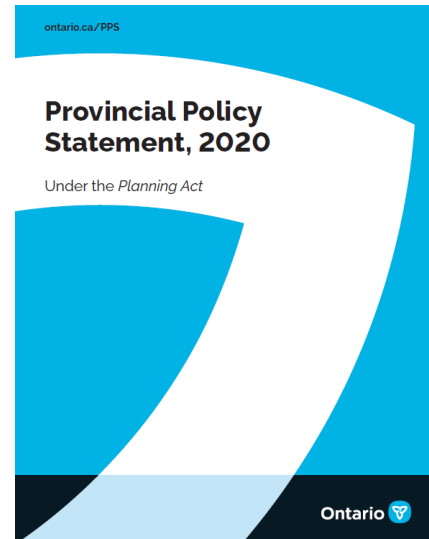
2.1 Provincial Policy Framework

A number of provincial policies and guidelines provide guidance for the Yorkdale TMP’s transportation vision. These are summarized in the following sections.

2.1.1 Provincial Policy Statement, Ontario (2020)

The Provincial Policy Statement clearly sets out the provincial government’s vision for land use, providing specific directions on planning and development, including:

- Promoting densities for new housing and land uses which support active transportation and are transit-supportive, and freight supportive.
- Transportation systems that are safe and energy efficient at moving people and goods, and are suitable to meet projected needs.
- Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- A multimodal transportation system, connected within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- Considerations for land use and transportation are to be integrated at all stages of the planning process.
- Land use patterns, densities and mixed used developments that minimize the number of vehicle trips and support the current and future use of transit and active transportation.



2.1.2 Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022), provides a 30-year vision of a transportation system that provides safe, efficient, and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future.

It builds on the principles of the Provincial Policy Statement, providing more specific policies.

The plan's aims include:

- Actions to Fight Gridlock
- Actions to Improve Transit Connectivity
- Actions to Give Users More Choice
- Actions for a Safe and Inclusive Transportation System
- Actions to Keep Goods Moving

Yorkdale is subject to complying with Major Transit Station Area (MTSA) minimum density targets given the Yorkdale Subway Station on Line 1. The minimum planned density target for a MTSA served by a subway is 200 residents and jobs combined per hectare. Additionally, planning and development in the area should be transit-supportive and provide multi-modal access to stations and nearby major trip generators. This includes transit service integration, and infrastructure to support active transportation such as sidewalks and cycling facilities.



2.1.3 2041 Regional Transportation Plan For the Greater Toronto and Hamilton Area, Metrolinx (2018)



Metrolinx is a provincial agency responsible for planning and implementing a multi-modal transportation system across the GTHA. In 2008, they released the Big Move, which acted as the first Regional Transportation Plan (RTP) in the province. They recently updated this plan, now known as the 2041 RTP.

The RTP outlines a number of transit infrastructure projects to be completed across the GTHA such as the service overhaul of GO Transit services through Regional Express Rail (RER), as well as goals such as transit fare integration across different providers.

Map 5 of the RTP identifies Dufferin as a priority bus corridor from Wilson Subway Station to Exhibition

GO Station. Yorkdale is relatively close to the Barrie GO line, which will see improved service.

2.1.4 Transit Supportive Guidelines, Ministry of Transportation (2012)

The transit-supportive guidelines build off of the Provincial Policy statement in order to identify the best practices in Ontario, North America and beyond for building transit-

supportive communities through the use of applicable land-use planning principles, urban design, and transit operations.

Directions from the guidelines that would apply to a transit hub such as Yorkdale include:

- Discouraging or limiting free surface parking when frequent feeder transit services are available, to ensure more ridership and provide more land for higher-density development. Parking should prioritize preferential pricing for carpool vehicles, scooters, and motorcycles
- Providing dedicated taxi areas and or passenger drop/off and pick up areas adjacent to the station that are accessible. These areas should minimize conflicts between pedestrians and vehicles
- Prioritizing pedestrian and cycling access where possible

Transit-Supportive Guidelines

Canadian Institute of Planners
2012 Awards for Planning Excellence
Award Category: Planning Publications



Ontario URBAN STRATEGIES INC. GHD

2.1.5 #CycleON: Ontario’s Cycling Strategy (2018)

#CycleON, provides a 20-year strategy that supports and encourages cycling in Ontario. The main strategic directions include supporting healthy, active, and prosperous communities, improving cycling infrastructure, improving safety on highways and streets, creating an awareness and behavioral shift towards cycling, and promoting cycling tourism across the province. Specific policies of the plan include:



- Partnering with municipalities in order to implement Complete Streets policies
- Develop funding partnerships to build provincial and municipal cycling routes
- Educate road users on rules of the road and building cycling skills

2.2 City of Toronto Policy Framework

The City of Toronto Official Plan (OP) lays out the direction of future growth for the City based on the goals and vision of creating an attractive and safe city with a sense of belonging. The plan emphasizes the need of integrating land use and transportation planning throughout the city.

The Official Plan was amended in 2014 (OPA 274) to include a new set of transportation policies. The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's street, rapid transit, and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City.

The most relevant items to the Yorkdale TMP include: a focus on "Complete Streets" policies that require a holistic view to ensure all street users can travel safely and efficiently, and the requirement that Travel Demand Management (TDM) strategies are to be included in all new development applications. These TDM measures should have a focus on:

- Increasing the share of trips made by walking, cycling, and transit;
- Increasing the average automobile occupancy rate;
- Reducing demand for vehicular travel; and,
- Shifting travel times from peak to off-peak periods.

The Yorkdale TMP must consider these complete streets strategies and TDM measures that reduce reliance on automobile travel.

2.3 Design Guidance

2.3.1 Complete Street Policies and Guidelines (2014)

Further to the amendment to the City's OP establishing a "complete streets" approach, guidelines were provided in order to establish how projects should incorporate these goals. The three main goals of complete streets are to create streets for people, placemaking and prosperity.

Creating streets for people is established by improving safety and accessibility, giving people mobility choices, and promoting healthy and active living. More specific objectives include designing for desired target vehicle speed, allocating space to move people more efficiently, and designing to encourage people to walk or cycle.

Creating streets for placemaking is targeted through respecting local context, creating vibrant and attractive public spaces, and improving environmental sustainability. More specific objectives targeting placemaking include engaging with residents to understand the neighbourhood, designing streets for public uses, and identifying space for street trees or landscaping.

Creating streets for prosperity is targeted by supporting economic vitality, enhancing social equity, and being flexible & cost effective. Objectives that target prosperity might

include designing to support retail and shopping, creating connected and safe routes to support travel to employment, and allowing for incremental change over time.

The **Complete Streets Guidelines** details different types of streets, recognizing that different areas have different needs. Referencing other documents such as City of Toronto Design Guidelines, Streetscape Manual, and Green City: Why Nature Matters, it also goes into more specific detail on essential principles and components to consider for pedestrians, cycling, transit, green infrastructure, roadways, and intersections. These guidelines will act as an important resource as part of the Yorkdale TMP, to be read in conjunction with the Dufferin Street Urban Design Guidelines and the Lawrence-Allen Urban Design Guidelines.

2.3.2 Vision Zero Road Safety Plan

The City of Toronto published its Road Safety Plan, called **Vision Zero**, which outlines its 5-year strategy, and adopted Vision Zero 2.0 in 2019. Rather than focusing on reducing all collisions, the idea of Vision Zero is to eliminate all collisions which cause fatalities or serious injuries. The main pillars of the long-term strategy include:

- Engineering;
- Enforcement;
- Education;
- Engagement; and,
- Evaluation.

These pillars are used to inform the measures that are recommended for the 6 emphasis areas included in the plan: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive driving and distraction.

Table 2-1 outlines a number of measures included in Vision Zero that will be considered as part of the Yorkdale TMP.

Table 2-1. Vision Zero Initiatives

Emphasis Area	New or Enhanced Measure
Pedestrians	<ul style="list-style-type: none"> • Pedestrian Safety Corridors • Pedestrian street lighting improvements • Automated pedestrian detection • Pavement marking improvements • Accessibility improvements • Advance green for pedestrians • New corner radius design • No right-turn on red prohibitions • Connecting discontinuous sidewalks • Road safety audits at high-risk locations • Innovative local road pedestrian crossovers

Emphasis Area	New or Enhanced Measure
School Children	<ul style="list-style-type: none"> • Driver feedback signs • Automated enforcement pilot • Active and safe routes to schools
Older Adults	<ul style="list-style-type: none"> • Senior Safety Zones • Increased crossing times • Reduced crossing distances • New midblock crossings
Cyclists	<ul style="list-style-type: none"> • Automated cyclist detection • Advance green for cyclists • Signalized crossings for cyclists • Enhanced cycling facilities including cycle tracks and bike boxes
Motorcyclists	<ul style="list-style-type: none"> • Motorcycle warning signs • Consideration of motorcyclist issues in road safety audits
Aggressive Driving and Distractions	<ul style="list-style-type: none"> • Geometric safety improvements and traffic calming guidelines • LED Blank-out signs • Reduced speed limits • Red light cameras

Vision Zero 2.0 also focuses on a set of the most effective actions including:

- Speed management strategies;
- Road design improvements;
- Proactively addressing high-risk mid-block crossings;
- Proactively addressing turning collisions at signalized intersections; and,
- Education and engagement planning.

2.4 Background Studies

2.4.1 Lawrence-Allen Secondary Plan (2011)

The **Lawrence-Allen Secondary Plan** (LASP) sets the stage for reurbanization of the Lawrence-Allen area, a collection of neighbourhoods bound by Dufferin Street to the west, Bathurst Street to the east, Lawrence Avenue West to the south and Highway 401 to the north.

The area has experienced a range of issues in recent years, including deteriorating housing stock quality, poor physical infrastructure, limited mix of land uses and housing types and lack of access to services. Therefore, the main focus of the LASP is on reinvestment, mobility, livability, and place-making. It provides a comprehensive planning framework for a reurbanized, revitalized and better-connected neighbourhood.

The LASP aims to address mobility issues by better connecting the neighbourhood to the rest of Toronto. A balanced transportation system would provide people with a range of viable travel choices available - walking, cycling, transit, and driving - that are seamlessly connected, safe, convenient, and affordable.

Steps to counteract the isolation of the Lawrence-Allen Secondary Plan Area include investment in transportation facilities and in high quality design of key components of the public realm, such as streets, transit infrastructure and the pedestrian and cycling environments, which will in turn influence the area's sense of place. The street network and bicycle plan recommended by the LASP are shown in **Figure 2-1** and **Figure 2-2**.

LASP proposes to improve the area by focusing their efforts on bicycle priority areas. Major bicycle priority areas can be found along Highway 401, major connections, and intersections of Lawrence Avenue West, Dufferin Street, Bathurst Street, and Yorkdale Road. Other minor bicycle priority connections can be found around neighbourhood street connections, any points along Lawrence Avenue West, Dufferin Street, and Bathurst Street. The following are the proposed bicycle improvements:

- Major on-street bicycle routes along Dufferin Street, Lawrence Avenue West, Bathurst Street, Yorkdale Road, Raneer Avenue, and along proposed streets parallel to Allen Road;
- Major off-street bicycle routes on both sides of Allen Road;
- Minor on-street bicycle routes along Dane Avenue, Highland Hill, Kirkland Boulevard, Rondale Boulevard, Ameer Avenue, Ridgevale Drive, Rajah Street, Baycrest Avenue, Drexel Road, and Saranac Boulevard from Drexel Road to Covington Road; and,
- Minor off-street bicycle routes primarily along new bridges over Allen Road and connections to parks.

Other initiatives to improve mobility in the LASP area include:

- Integrating Allen Road with the public realm to achieve a positive physical and social relationship with surrounding buildings, parks, and open spaces and to create opportunities for connections between the two sides of the neighbourhood bisected by Allen Road;
- Improving the area around the Toronto Transit Commission (TTC) Line 1 Yorkdale and Lawrence West subway stations, including the intersections of Allen Road and Lawrence Avenue West, to prioritize pedestrians, cyclists, and transit; and,
- No new connections for motor vehicles to Yorkdale Shopping Centre from residential areas in the Secondary Plan Area.

Figure 2-1. Lawrence-Allen Secondary Plan Proposed Street Network



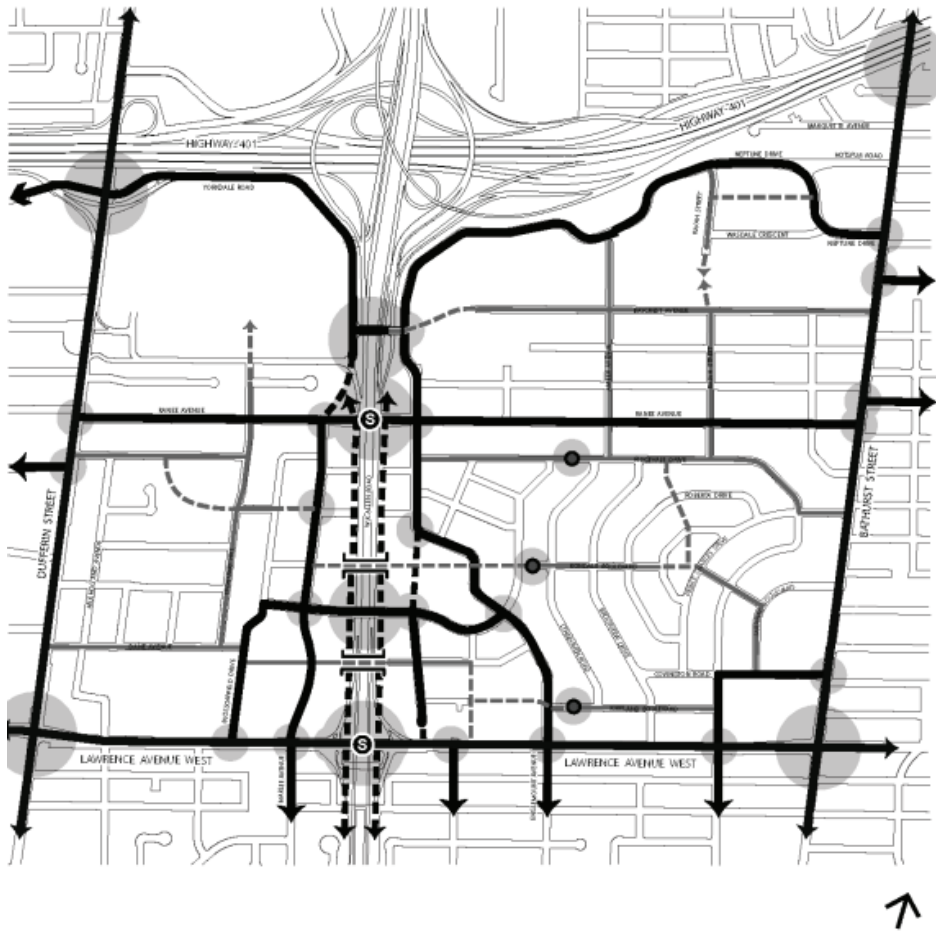
Lawrence-Allen Secondary Plan

MAP 32-4 Street Network

- Existing Highway
- Existing Major Streets
- Existing Primary Streets
- Proposed Primary Streets
- Proposed Local Streets (Conceptual)
- New Bridges Over Allen Road

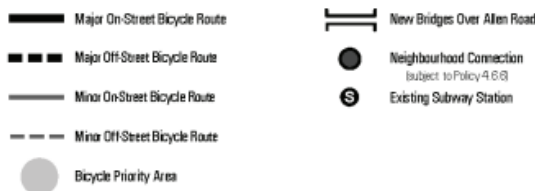
Source: Lawrence-Allen Secondary Plan, 2011 (<https://www.toronto.ca/wp-content/uploads/2017/11/907d-cp-official-plan-SP-32-LawrenceAllen.pdf>)

Figure 2-2: Lawrence-Allen Secondary Plan Proposed Bicycle Plan



Lawrence-Allen Secondary Plan

MAP 32-10 Bicycle Plan



October 2011

Source: Lawrence-Allen Secondary Plan, 2011 (<https://www.toronto.ca/wp-content/uploads/2017/11/907d-cp-official-plan-SP-32-LawrenceAllen.pdf>)

Moreover, according to the LASP, in the event of new development on the Yorkdale lands, public planning objectives are to be secured, including:

- Stormwater management to address existing site impacts on the environment resulting from extensive surface parking;
- Comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods;
- A Transportation Demand Management Strategy;

- A Traffic and Parking Management Program;
- Active uses along the edges of public streets;
- Capital contributions to improvements to the Yorkdale subway station and the surrounding public realm to improve pedestrian access to the station and to improve pedestrian and cycling conditions and vehicle circulation surrounding the station;
- Improved surface transit connections between the shopping centre, TTC, and GO Transit; and
- Community facilities.

2.4.2 Tippett Road Area Regeneration Study (2015)

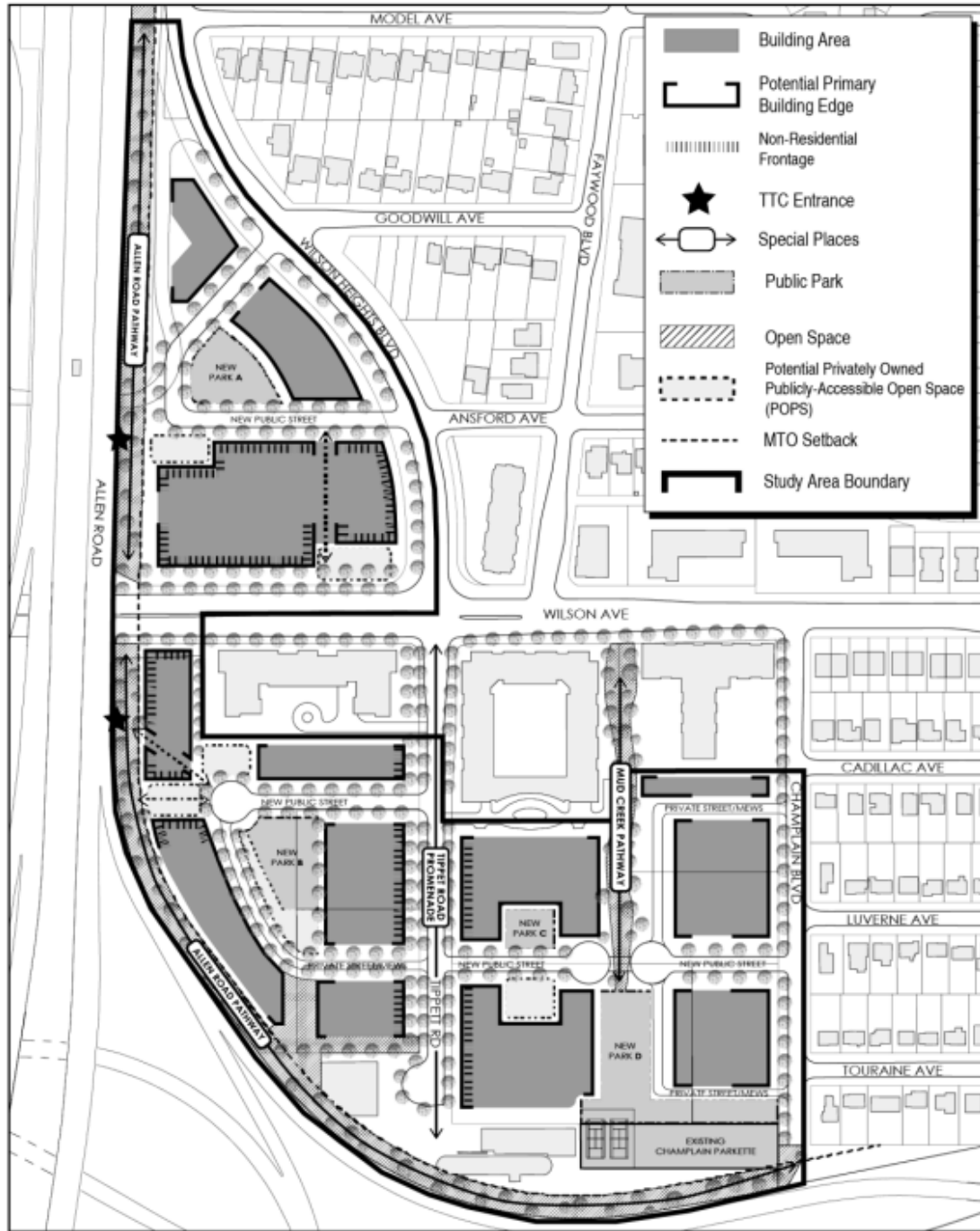
The Tippett Road Area Regeneration Study (TRARS) is one of several studies resulting from the adoption of Official Plan Amendment 231 (OPA 231). The regeneration areas are underutilized areas of the City that have potential for attracting investment and new construction.

The TRARS study area is bound by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard and Highway 401 to the south and Allen Road to the west. It is located to the north-east of Yorkdale shopping centre, but still falls within the larger study area of this Transportation Master Plan.

TRARS provides a comprehensive policy framework for the redevelopment of the study area as a complete community, with a fine grain network of streets, parks, and open spaces with more pedestrian connections, a mix of uses and types of housing and a multi-modal transportation strategy. A demonstration plan for the area can be found in **Figure 2-3**.

Transportation specific improvements identified in the study include east-west-links for walking and cycling connections on both sides of Tippett Road, a multi-use pathway along Allen Road, intersection reconfiguration of Wilson Avenue at Tippett Road, and the introduction of shared vehicle and bicycle services. These improvements are intended to reduce single occupancy vehicle dependency for residents of the study area, and to increase transit, walking, and cycling mode shares. Additionally, all new development applications in this area will require to submit a Transportation Impact Study which will evaluate the effects of a proposed development on the surrounding transportation system, and suggest infrastructure improvements and/or other mitigating measures necessary, if any, to accommodate travel demand generated by the development. Intensification in this area will have an impact on the Yorkdale Shopping Centre as these new residents will likely want to make use of the shopping centre.

Figure 2-3. Tippet Road Area Regeneration Study Demonstration Plan



Demonstration Plan

Tippet Road Area Regeneration Study

Not to Scale
03/20/2015



File # 13 120982 NNY 10 TM

Source: Tippet Road Area Regeneration Study, 2015
(<https://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-85263.pdf>)

2.4.3 Dufferin Street Secondary Plan (2015)

The ***Dufferin Street Secondary Plan*** (DSSP) outlines a comprehensive framework to guide growth along a 1.5-kilometre section of Dufferin Street between Highway 401 and just south of Lawrence Avenue West. The DSSP provides direction for a desired type and form of physical development and for appropriate transition in scale and activity between districts.

Specifically, the DSSP envisions a mix of residential and commercial land uses, improved connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and priority transit lanes. Dufferin Street is imagined as an active, healthy, vibrant place that is developed and designed around a landscaped promenade with bicycle, pedestrian, and vehicular connections to the surrounding neighbourhoods and employment areas.

Critical to the success in realizing the Secondary Plan vision is beautifying Dufferin Street. Shortcomings in the existing public realm are to be tackled through a mix of public parks, streetscape improvements, landscape gateways, privately owned and publicly accessible spaces, and other public amenities. Integrating land use and redevelopment with supporting infrastructure will help realize an intensified, transit-oriented urban form.

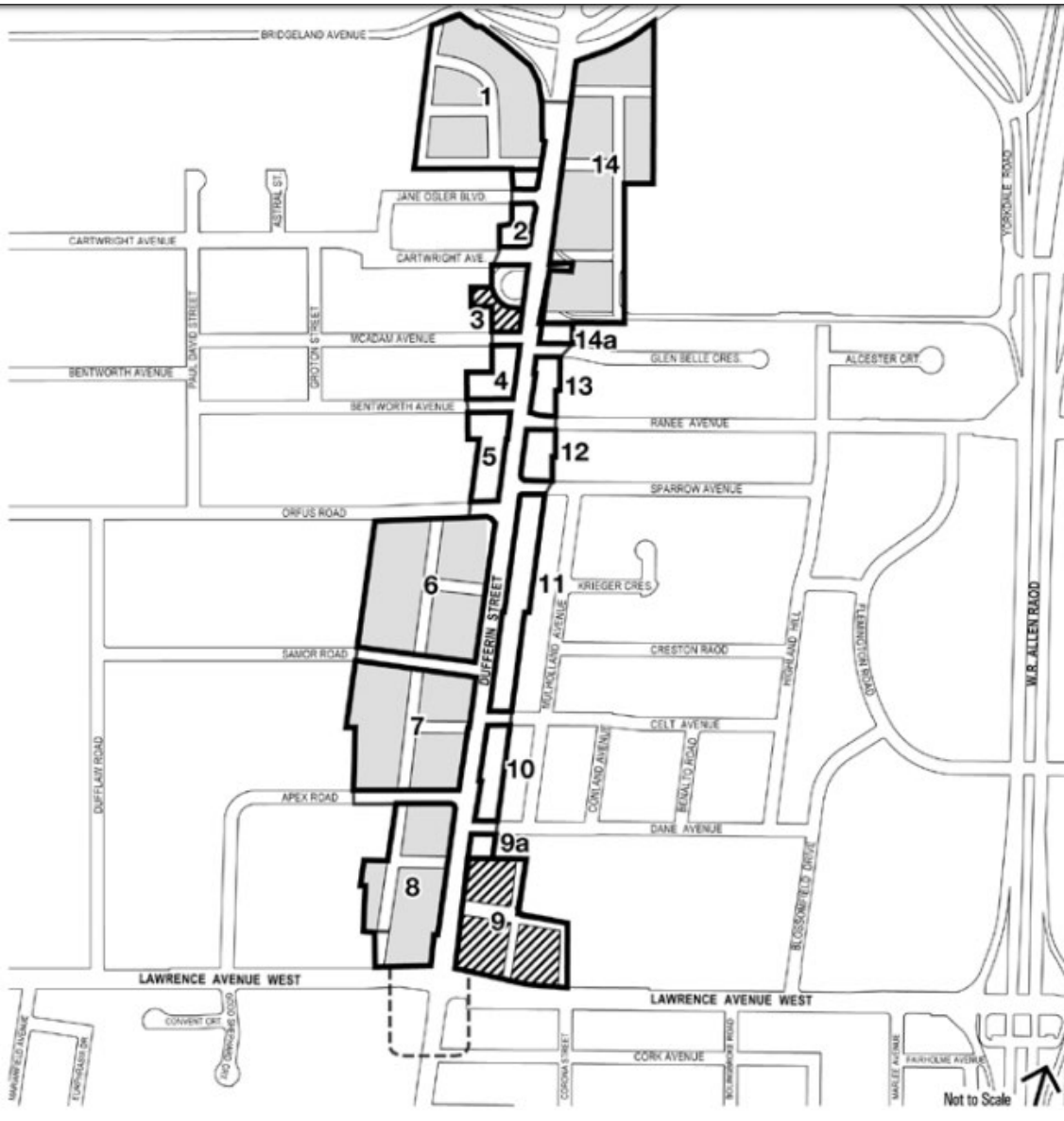
With regards to mobility, the DSSP focuses on balancing modes of transportation and land uses, and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour.

Streetscape improvements, such as widened sidewalks, parking and street tree planting, and facilities are imagined as part of development and capital infrastructure projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles. A finer grained street network is to allow pedestrians, cyclists, transit users and vehicles to move more efficiently through the corridor while improving connectivity.

The section of Dufferin Street comprising the westerly frontage of Yorkdale Shopping Centre is located in Block 14 and forms part of the north gateway to the Secondary Plan, as shown in **Figure 2-4**. The vision for these lands is for a landmark destination with a retail commercial focus. No residential uses are planned on Block 14.

New development within Block 14 will positively address and animate Dufferin Street with new public and/or publicly accessible streets, pedestrian routes, and an urban plaza. Block master planning will be followed to ensure comprehensive and coordinated redevelopment.

Figure 2-4. Dufferin Street Secondary Plan Specific Blocks



Dufferin Street Secondary Plan

MAP 36-2 Specific Block Policies Plan

- Secondary Plan Area Boundary
 - - - Blocks South of Lawrence
 - ▭ Mid-rise Blocks
 - Large Blocks
 - ▨ Existing and/or Approved Development
- 1 Block Number

October 2015

Source: City of Toronto Dufferin Street Secondary Plan, 2015
 (<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85241.pdf>)

New public streets are conceptualized as part of the Plan and are indicated in **Figure 2-5**. A new north-south public street is anticipated to complete the street's loop around the shopping centre's west frontage. Cartwright Avenue is to be extended to intersect with the new north-south public street. Moreover, an east-west street connecting Dufferin Street to the new north-south public street is envisioned north of Jane Osler Boulevard. Further south of Block 14, a new north-south public street is proposed west of Dufferin Street to provide an additional continuous north-south connection between Dufferin Street and Caledonia Road.

A variety of cycling facilities are proposed for the Dufferin Street Secondary Plan area including cycle tracks, bike lanes, and signed routes. The new cycling facilities proposed within the Secondary Plan Area are illustrated in **Figure 2-6** and summarized below:

- Cycling interchanges on Dufferin Street at Lawrence Avenue West, Dane Avenue, Orfus Road, Rane Avenue, Bentworth Avenue, Yorkdale Truck Tunnel intersection, Bridgeland Avenue-Yorkdale Road, and the intersection of Bridgeland Avenue and a proposed new street;
- Uni-directional cycle tracks along Dufferin Street from Lawrence Avenue West to Highway 401;
- Uni-directional bike Lanes along Lawrence Avenue West, Bridgeland Avenue, Yorkdale Road, Orfus Road, Rane Avenue, and on a proposed new street between Bridgeland Avenue and Dufferin Street; and,
- Signed Routes along Dane Avenue, Sparrow Avenue, and Bentworth Avenue.

Figure 2-5. Dufferin Street Secondary Plan Public Streets Plan



Source: City of Toronto Dufferin Street Secondary Plan, 2015
<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85241.pdf>

Figure 2-6. Dufferin Street Secondary Plan Cycling Connections



October 2015

Source: City of Toronto Dufferin Street Secondary Plan, 2015
<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85241.pdf>

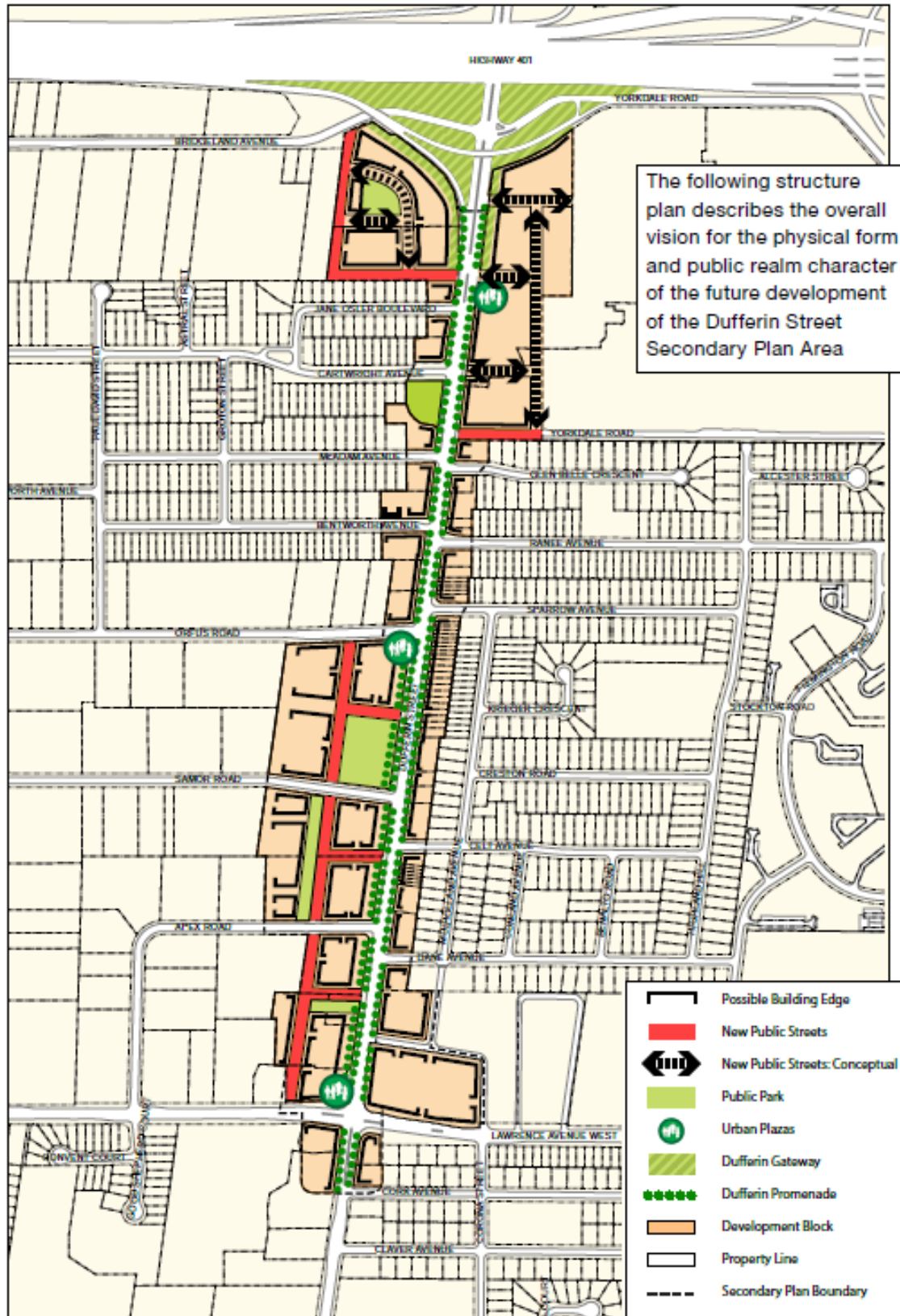
Dufferin Street Urban Design Guidelines

The ***Dufferin Street Urban Design Guidelines*** (2015) outline how Dufferin Street will be transformed from a mainly suburban location to an urban place, based on the Dufferin Street Secondary Plan. The guiding principles are as follows:

- Make Dufferin Street a Place;
- Protect Adjacent *Neighbourhoods* and *Employment Areas*;
- Create Quality Public Spaces and Parks;
- Create a Green, Safe and Attractive Place;
- Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure;
- Improve Mobility and Balance Movement Priorities;
- Encourage a Rich and Varied Urban Form; and,
- Improve Community Services and Facilities through Redevelopment.

The design guidelines provide specific directions for how to accomplish the long-term vision for the street and surrounding area, which will be relevant to any recommendations in the Yorkdale study area. The general vision for Dufferin Street, including new public streets and development blocks are included in **Figure 2-7**.

Figure 2-7. Structure Plan for Dufferin Street



Source: Dufferin Street Urban Design Guidelines – Figure 3, 2015
 (<https://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85306.pdf>)

Dufferin Street Avenue Study Transportation Master Plan (2015)

The Dufferin Street Avenue Study TMP identified opportunities for improving the multi-modal transportation network to facilitate a sustainable pattern of growth along the Dufferin Street corridor between Lawrence Avenue West and Highway 401. The TMP defined and developed the appropriate transportation planning framework and recommendations that implement the City’s policy objectives for *Avenues*.

The preferred transportation solution in the Plan is based on Solution C: “Upgrade” in which the Dufferin Street cross-section would be comprehensively reconfigured. Initiatives included in the preferred solution for the Dufferin Street corridor are listed below:

Street network

- New local roadways within larger development blocks
- New roadway connections (i.e., employment lands, south of Lawrence Avenue West, Keele Street, Allen Road)
- Improved wayfinding and signage to key destinations
- Investigate Highway 401 eastbound off-ramp into Bridgeland Avenue
- Investigate direct connection to Allen Road and eastbound Highway 401 from Dufferin Street
- Removing the McAdam Loop to Yorkdale Shopping Centre and replace it with an at-grade signalized intersection

Operations

- Corridor signal retiming program
- Dufferin Street / Yorkdale Road / Bridgeland Avenue intersection realignment
- Convert Honda / Yorkdale Shopping Centre traffic signal to full move intersection
- Centre turn lane/median throughout
- A planted median on Dufferin Street with turn lanes at signalized intersections.
- Adjusted turn movements per lane as necessary
- New traffic signal at Apex Road

Transit

- Investigate potential for GO Transit station between Lawrence Avenue West and Highway 401
- Operational improvements: Express Bus Service through working with TTC and Metrolinx, green light phase extension for buses, pavement marking at key stops
- Physical improvements: transit shelters, seating, and security cameras

- Repurpose southbound curb lane to transit/HOV only: Bridgeland Avenue to Cartwright Avenue
- Repurpose northbound curb lane to transit/HOV only: Yorkdale out ramp to Bridgeland Avenue / Yorkdale Road
- Investigate potential for queue jump lanes where warranted
- Bus lane from Bridgeland Avenue to Cartwright Avenue: Repurposed Lane

Walking

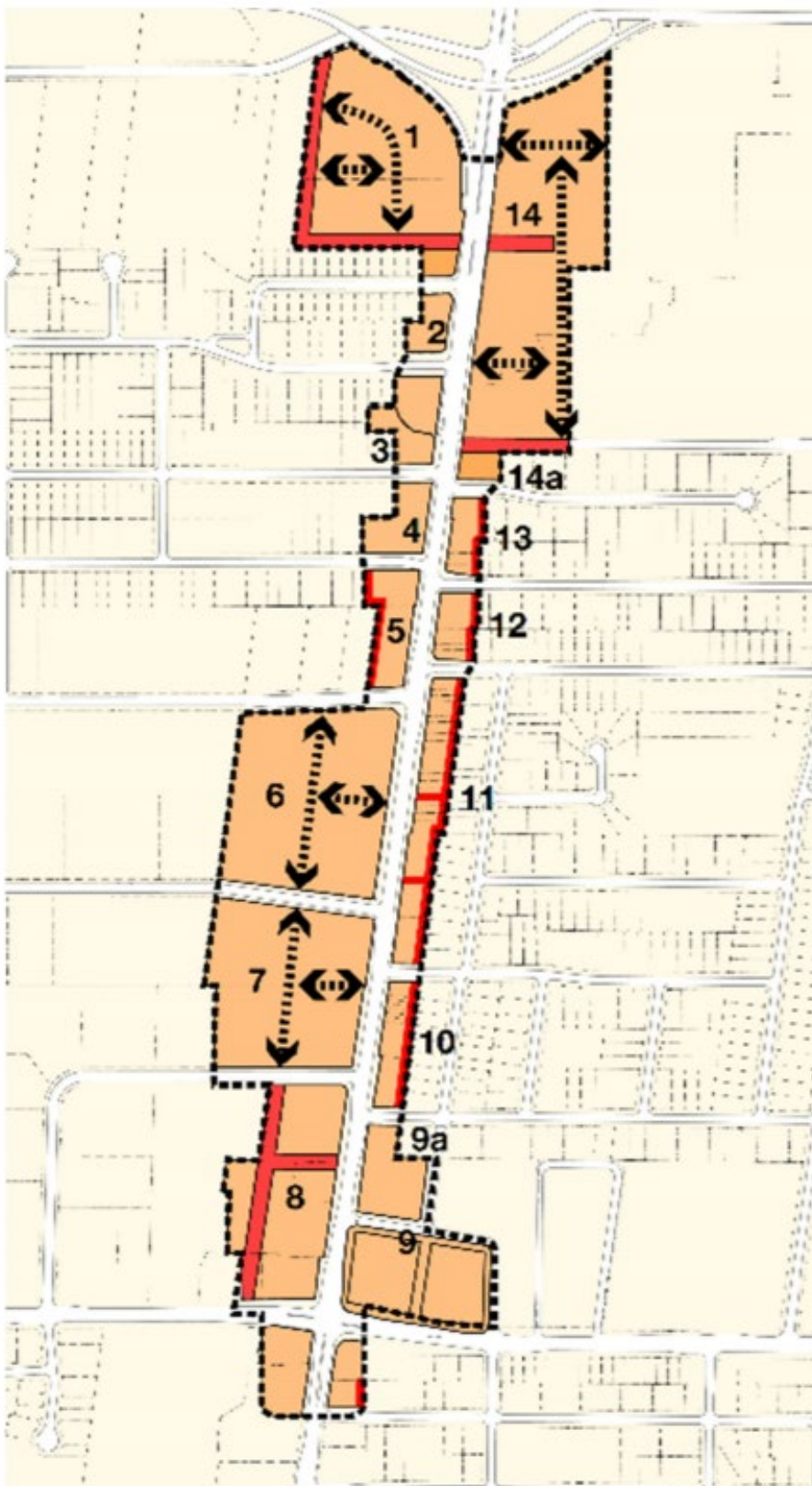
- Improved streetscape / central median
- Improved streetscape along Dufferin Street
- Improved streetscape along side streets

Cycling

- New dedicated cycling facilities along Dufferin Street
- Expanded bicycle network within study area and broader context

The TMP also proposed new roadway connections to help provide new routing options for people to navigate through the area. Smaller blocks were recommended within larger development blocks to promote active transportation trips and provide a finer grid for connectivity. The secondary street system intended to complement Dufferin Street is shown in **Figure 2-8**.

Figure 2-8. Dufferin Street Avenue Study TMP Proposed Street Network



Source: City of Toronto Dufferin Street Avenue Study TMP, 2015
 (<https://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-71691.pdf>)

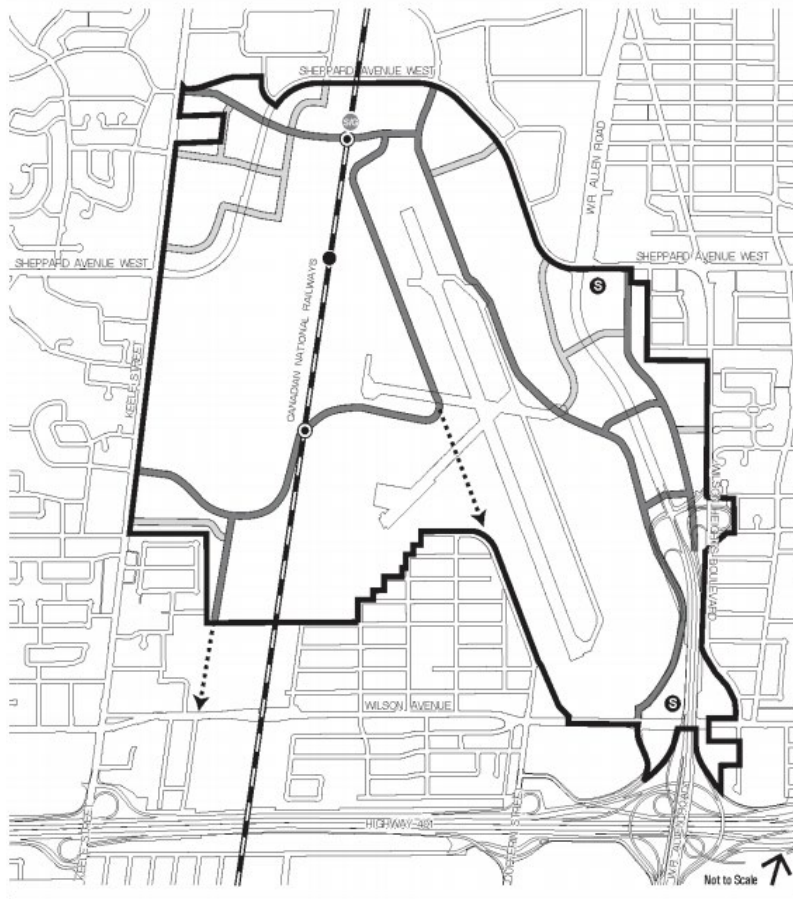
2.4.4 Downsview Area Secondary Plan (2011)

The Downsview Area Secondary Plan is an integrated land use and development framework to support public investment in rapid transit infrastructure, and promote mixed-use transit supportive development within the secondary plan area. The Downsview Area is located just to the north-west of the Yorkdale Shopping Centre area. Intensification within this nearby area will have an impact on the shopping centre.

Proposed streets to support the new development can be found in **Figure 2-9**. New pedestrian and bicycle routes are also being considered for the area as illustrated in **Figure 2-10**.

In January 2022, the City of Toronto launched Update Downsview, which will reassess the approved network and where appropriate or feasible this TMP will take into consideration the findings available at the time.

Figure 2-9. Proposed Street Network for Downsview Area Secondary Plan



Downsview Area Secondary Plan

MAP 7-4 Proposed Street Network

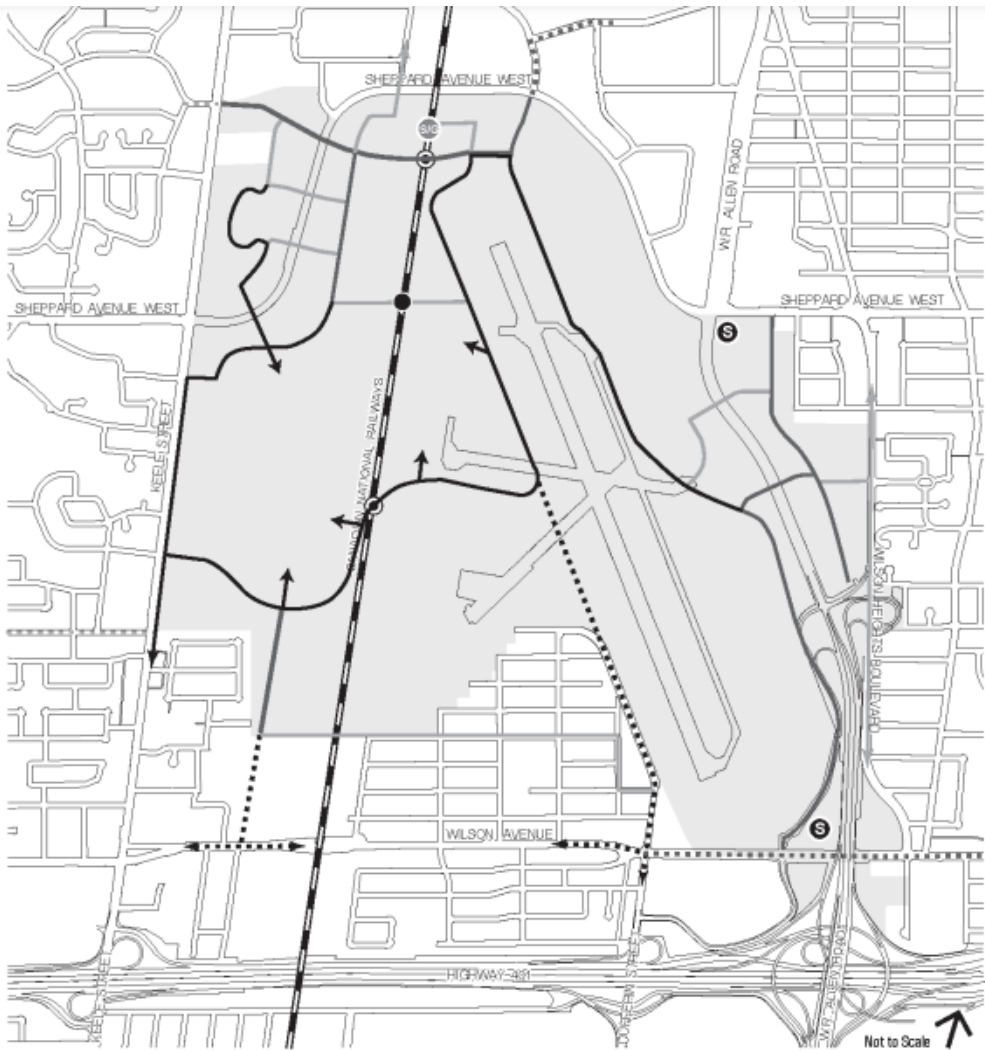
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|--------------------------|------------------------------|
| Secondary Plan Boundary | Grade Separated Structures |
| Major Streets | At Grade Rail Crossings |
| Minor Streets | Existing Subway Station |
| Potential Future Streets | Proposed Subway & GO Station |

Note: The minor streets identified on this Map are conceptual. The exact number and location of these streets will be determined at the district plan stage.

February 2010

Source: Downsview Area Secondary Plan, 2015 (<https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>)

Figure 2-10. Downsview Area Secondary Plan Proposed Bicycle Network



Downsview Area Secondary Plan

MAP 7-5 Proposed Bicycle Network

- | | | |
|------------------------------|-----------------------------------|------------------------------|
| Secondary Plan Area Boundary | Potential Future Multi-Use Routes | At Grade Rail Crossing |
| Proposed Multi-Use Routes | City of Toronto Bike Plan | Grade Separated Structures |
| Proposed Bike Lanes | Off Road Routes | Existing Subway Station |
| Proposed Signed Routes | Bike Lanes | Proposed Subway & GO Station |
| Potential Future Bike Lane | Signed Routes | |

February 2010

Source: Downsview Area Secondary Plan, 2015 (<https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>)

2.4.5 Surface Transit Operational Improvement Studies (2016)

The Surface Transit Operational Improvement Studies (STOIS) analyzed five major bus routes in the City of Toronto to evaluate the potential solutions to improve transit reliability of the bus routes. This includes Route 7 Bathurst, Route 29 Dufferin, Route 41 Keele, Route 95 York Mills, and Route 98 Wilson. The studies reviewed historic transit data to identify delay hotspots in order to evaluate the potential solutions.

The evaluation included stop consideration/relocation, transit signal priority (TSP), turn prohibitions, line management practice, stopping/parking resections, and queue jump lanes.

Several recommendations were made to the bus routes located in the larger study area to improve reliability. This included:

- Restoring TSP for all intersections where TSP was deactivated along route 29;
- Activating TSP for all intersections which have TSP infrastructure along Route 7 Bathurst;
- Consider providing TSP for all directions at the intersections of Bathurst Street and Finch Avenue, Bathurst Street and Sheppard Avenue, and Bathurst Street and Lawrence Avenue West;
- Evaluating the recommended stop removals and consolidations based on TTC stop change criteria;
- Considering the implementation of queue jump lanes at the intersections of Bathurst Street and Finch Avenue, Bathurst Street and Sheppard Avenue, and Wilson Avenue and Wilson Heights Boulevard;
- Reviewing the potential benefits of implementing queue jump lanes at Dufferin Street and Lawrence Avenue West and at Keele Street and Lawrence Avenue West; and
- Extending the No-Stopping restrictions on both sides of Dufferin Street up to 10AM and 7PM.

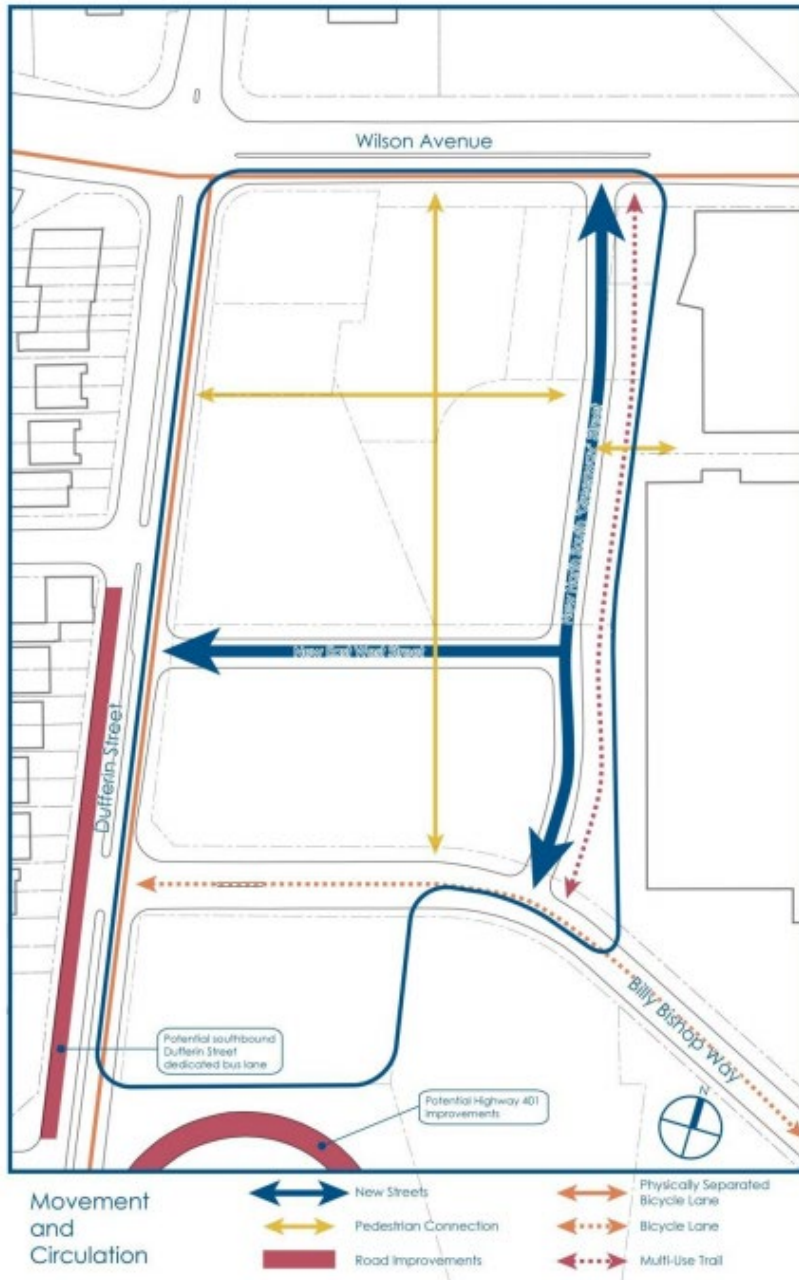
2.4.6 Dufferin-Wilson Regeneration Area Study (2017)

The Dufferin-Wilson Regeneration Area Study (DWRAS) is part of a series of reports on regeneration areas throughout the city. The study proposes a policy framework for the redevelopment of the area located on the east of Dufferin Street, South of Wilson, North of Billy Bishop Way, west of the retail centre known as Downsview Power Centre, as well as a parcel of land abutting the Dufferin Street/Highway 401 interchange. This area is located directly to the north of Yorkdale Shopping Centre. The vision for the area is to create a connected community with a mix of land uses and thriving local businesses.

The study recommends bringing mixed-use residential development into the area that currently only contains employment lands. Due to the proximity to Wilson subway station, there is a focus on providing connectivity to transit for these new developments, while maintaining attractive green space.

The proposed movement strategy for this new community is found in **Figure 2-11**. New north-south and east-west streets are proposed to support the new mixed-use developments. The north-south street would be a “Greenway” and include a Multi-Use Trail. Bicycle lanes are also proposed for Billy Bishop Way. The transportation improvements focus on providing appropriate pedestrian and cycling connections to the study area.

Figure 2-11. Proposed Dufferin-Wilson Regeneration Area Movement Strategy



Source: Dufferin-Wilson Regeneration Area Study, 2017
 (<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-101786.pdf>)

2.4.7 Yorkdale Shopping Centre Transportation Master Plan (2017)

Oxford Properties, owner of the Yorkdale Shopping Centre lands, retained a third-party consulting firm to undertake the Yorkdale Shopping Centre Transportation Master Plan (YSCTMP). This study was conducted in response to the DSSP, in order to incorporate Yorkdale Shopping Centre into the DSSP area. The DSSP study area only included the frontage of the Yorkdale Shopping Centre lands along Dufferin Street and did not include the entirety of the shopping centre lands.

The transportation analysis conducted in the YSCTMP concluded that certain aspects of the recommended transportation solutions in the DSSP would limit the potential future development of the Yorkdale Shopping Centre lands. In particular, the YSCTMP identified the following transportation solutions as unsupported:

- The removal and replacement of the McAdam loop with an at-grade intersection;
- The conversion of South Service Road into a public street;
- Recommendation of an urban plaza at the truck tunnel access; and,
- Requirement of public street right of way through a portion of the Yorkdale Shopping Centre frontage along Dufferin Street.

A future capacity analysis was conducted to assess traffic conditions on Dufferin Street, the results of which led to the recommendation of converting the existing McAdam loop into a signalized intersection. It is also recommended that South Service Road's alignment be modified so that it connects to the new intersection. The study also recommended a dual northbound right-turn lane to be implemented at Yorkdale Road and Yorkdale Southeast Access/Highway 401 and Allen Road northbound on-ramp.

2.4.8 Yorkdale Block Master Plan

The City is currently reviewing a Block Master Plan submitted in support of the redevelopment of the Yorkdale Shopping Centre lands. The primary objective of this document is to inform the transportation policies for the long-term development of the Yorkdale Shopping Centre, including the connections to the surrounding road network, internal vehicular circulation, pedestrian, cycling, parking, and loading requirements necessary to accommodate the future growth of the Yorkdale Shopping Centre lands proposed by the landowner as well as anticipated background growth in the surrounding area.

This report was developed in response to the findings contained in the Dufferin Street Avenue Study TMP and the DSSP and to extend their area to encompass the shopping centre property.

Only the portion of the shopping centre fronting Dufferin Street, and not the entire Yorkdale shopping centre lands, was integrated into in the DSSP, identified as Block 14 (see **Figure 2-4**). In order to successfully support and manage growth at the shopping centre, Yorkdale is proposing to amend the DSSP to include the entirety of Yorkdale's property within the DSSP boundary.

Urban Strategies, on behalf of Oxford Properties, submitted three land use concepts to reflect potential development scenarios over the next 20 years, in order to satisfy the

Block Plan requirement in the DSSP for large blocks. All three options, illustrated in **Figure 2-12**, build on a common master planning structure and propose a similar configuration along the Dufferin Street frontage. The options however reflect different mixes of uses over the long term as the Yorkdale site is built out in response to changing retail patterns, market demand, and the Owners' needs. Each option differs in the manner in which proposed residential, office, hotel, and retail development address Yorkdale Road to the north of the site.

Figure 2-12. Conceptual Options for the Yorkdale Block Master Plan



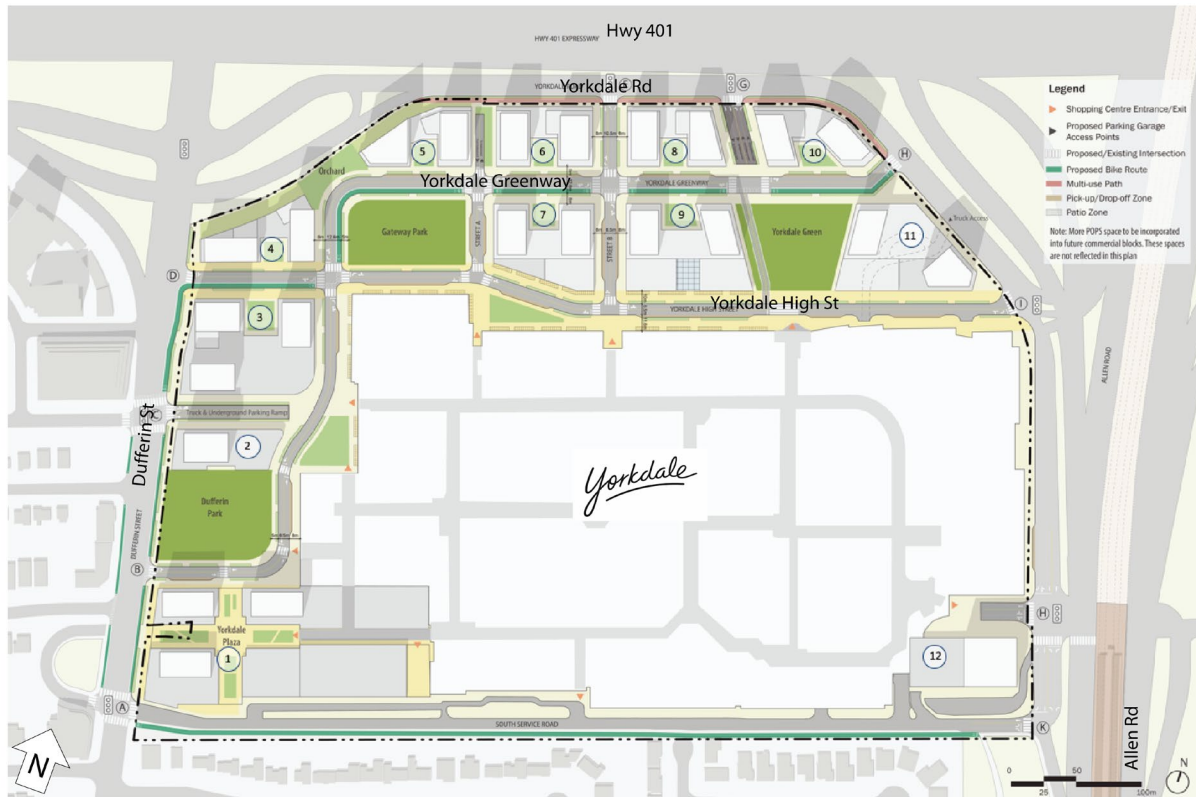
Source: Yorkdale Block Master Plan

(<https://www.toronto.ca/wp-content/uploads/2017/12/93da-CityPlanning-YorkdaleBlockMasterPlanPanels-Nov-30-2017.pdf>)

As part of the development application, analysis of the proposed transportation network was conducted for three conceptual land use options illustrated in **Figure 2-12**. The results of this analysis concluded that the proposed transportation network would adequately serve any of the three land use options. It also concluded that all study area intersections will operate better compared to the results of the Dufferin TMP study for the future total traffic conditions.

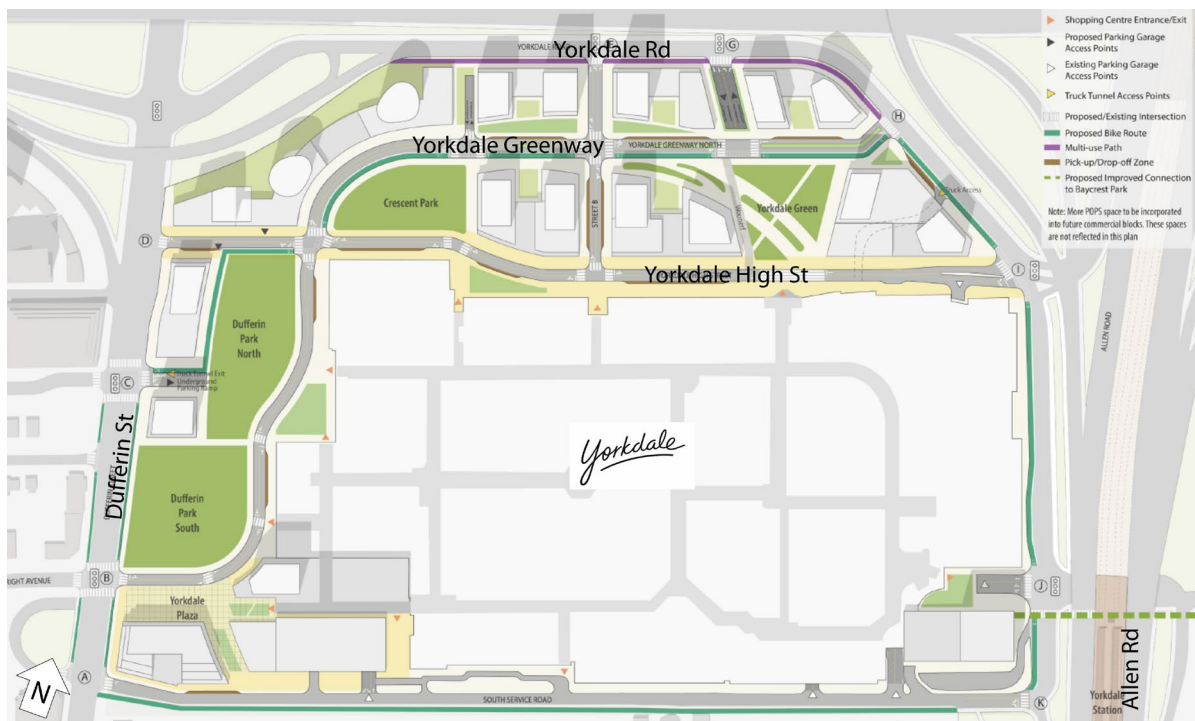
These options were reviewed by the City of Toronto and has been since updated in June 2020 (**Figure 2-13**) and refined to increase green space in May 2021 (**Figure 2-14**).

Figure 2-13. Block Master Plan – June 2020 Oxford Proposal



Source: Urban Strategies Inc.

Figure 2-14. Block Master Plan – May 2021 Oxford Proposal



Source: Urban Strategies Inc.

Although the master plan concept options encompass mixes of uses, they are built on the same transportation structure in terms of site access configurations, on-site circulation, and parking structures. As proposed by Oxford Properties, all public circulation on the Yorkdale Site, whether for vehicles or pedestrians, will be confined to private roads.

2.4.9 Improving Transit along the Dufferin Street Corridor (2018)

The 29 Dufferin bus route is one of the top five busiest surface transit corridors in the TTC transit network carrying approximately 43,000 customers per weekday. Recognizing the importance of providing high-quality transit service, especially along key corridors in the City of Toronto, and the future population and employment growth along the Dufferin Street corridor, the TTC and the City of Toronto decided to undertake a study identifying possible transit improvements beginning in July 2016. The study aimed to review projected population growth and development activity along the Dufferin Street corridor between TTC Line 1 Wilson Station and Exhibition and investigate potential service enhancements and transit priority measures to accommodate this growth.

The study identified that residential and employment figures along the corridor have increased. From 2011 to 2016, the population along the corridor increased by approximately 10%, and employment increased by approximately 6%. The population and employment are expected to continue to grow by 17% and 13% respectively in the interim (up to 2031) based on developments currently in the pipeline. Numerous service increases and reliability improvements have been made to the 29 Dufferin bus route in recent years to accommodate demand. The study recommended additional measures for implementation beginning in the fall of 2018 to enhance operations, including the following capacity improvements:

- Introduction of high-capacity articulated buses on Sundays;
- Routing change that provides full service from TTC Line 1 Wilson Station to the Exhibition Dufferin Gate loop and the elimination of the 29B Dufferin short-turn branch; and,
- Early implementation of the TTC Board approved Express Bus Network Study recommendation of express bus service on the Dufferin Street corridor between TTC Line 1 Wilson Station and Exhibition Dufferin Gate Loop.

The City and TTC are continuing to work on operational improvements along the corridor, including additional transit priority measures. In the short-term, a very-frequent articulated bus route with a high-degree of transit priority is to support the projected ridership based on developments currently in the pipeline.

In the longer-term, the TTC and City of Toronto will continue to study how transit demand can be met at full population and employment build-out. This study will be completed in the context of the Official Plan Update Review, and considering the future overall transit network improvements, including the impact of RER, SmartTrack, GO Transit Barrie Corridor improvements, including new stations and fare integration.

3 Public and Agency Consultation

The general public, agencies, First Nations, and key stakeholders were contacted and consulted throughout the study to ensure that those who may be affected by the study had sufficient opportunity to review consultation materials and provide input.

3.1 Overview

An extensive public engagement process was identified for this study, which goes beyond the Municipal Class EA (MCEA) requirements. In addition to public meetings, the consultation process included correspondence with First Nations, and meetings with technical agencies and other stakeholders including affected property owners.

The public engagement process included one (1) Public Drop-In Event, one (1) Virtual Public Event, five (5) Local Advisory Committee (LAC) meetings, and three (3) Technical Advisory Committee (TAC) meetings, as well as numerous meetings with key stakeholders such as the Ministry of Transportation, Oxford Properties on behalf of the Yorkdale Mall landowners, and property owners in the study area. In addition, there is a project webpage ([Yorkdale Transportation Master Plan – City of Toronto](#)) that includes all pertinent information related to the Study and is updated on a regular basis.

At the onset of the Study, three (3) meetings each were planned to be held with the LAC and TAC. Due to changes in the consultation timeline as a result of COVID-19, an additional LAC meeting was held to keep local residents and stakeholders up to date on the progress of the study.

A summary of all consultation activities is provided in **Appendix A**. All consultation-related materials are posted on the project webpage.

3.1.1 Public Notices

To satisfy the requirements of the Transportation Master Plan (TMP) process, public notices were issued to the general public at key points throughout the study, including a Notice of Study Commencement and Public Consultation (Phase 1), a Study Update, and a Notice of Public Consultation (Phase 2). The notices were sent by Canada Post direct mail to 19,255 addresses in the study area, and newspaper advertisements were published for the Notice of Study Commencement and Public Consultation (Phase 1). The public notices for the Study and dates of issue are summarized in **Table 3-1**.

Table 3-1. Public Notices

Public Notice	Canada Post Date of Issue	Newspaper Advertisement Date of Issue
Notice of Study Commencement and Public Consultation (Phase 1)	November 6, 2019	November 14 and 21, 2019
Study Update	August 27, 2021	N/A
Notice of Public Consultation (Phase 2)	January 31, 2022	Advertisements suspended due to Covid-19

3.2 Public Consultation

3.2.1 Phase 1

Consulting with the public is important in the development of the study. While it is not mandatory to consult the public during Phase 1 of the study, the City of Toronto sought feedback on the existing barriers and challenges people face when travelling within the study area and changes that they want to see. On Tuesday November 26, 2019, the City hosted the first Public Drop-in Event for the Yorkdale Transportation Master Plan. The purpose of the first Public Event was to:

- introduce the Yorkdale Transportation Master Plan Study, Yorkdale Block Master Plan, the Study team, and the overall process;
- share information about what is driving change in the Yorkdale area;
- answer questions about the study;
- discuss what can be improved in the area; and,
- promote and seek participation in future outreach events.

Over 100 people attended the drop-in event.

The City received fifty-two (52) completed feedback forms submitted online and in-person at the event.

Key priorities for the study area identified by the public in Phase 1 include:

- Active Transportation to improve walking, cycling access, and connections.
- Safety improvements for pedestrians, cyclists, and motorists. Vehicle movement and road network to improve vehicle traffic flow.
- Public transit to improve service, reliability, and access.

The City received ten (10) comments via phone, email, or written letter.

A summary of the consultation report and a copy of the comment tracking for Phase 1 is provided in **Appendix A**.

3.2.2 Phase 2

During Phase 2 consultation, members of the public and stakeholders were provided with opportunities to offer feedback on the evaluation criteria, potential alternatives, and the list of twenty-six (26) preferred alternatives. On Tuesday February 22, 2022, the City of Toronto hosted the second Public Drop-in Event for the Yorkdale Transportation Master Plan. Due to COVID-19, members of the public were invited to join the meeting virtually to listen to a presentation that was prepared and presented by project team members, and to actively participate by asking questions verbally or typing questions into the Q & A box.

The purpose of the second Public Event was to:

1. provide an update on the status of the Yorkdale Block Master Plan;
2. Provide an overview of Yorkdale Block Master Plan land use assumptions;

3. Present the long-list solutions developed through input from Public Event #1;
4. Present the high-level evaluation criteria and results;
5. Present the short-list solutions carried forward, evaluation criteria and results of the detailed evaluation;
6. Present the recommended solutions; and,
7. Discuss policy recommendations.

Seventy-nine (79) people attended the virtual public meeting.

The City received sixty-seven (67) responses via an online survey.

Feedback from stakeholders and members of the public provided the following key insights and priorities:

- The proposed Caledonia Road extension should be implemented sooner than the proposed timeline to address the current congestion;
- Residents of the Winston Park neighbourhood north of Highway 401 are concerned about potential redevelopment and construction impact brought about by the Caledonia Road extension, as well as concerns about traffic infiltration and congestion at Wilson Avenue;
- The project team should consider more access points to and from Highway 401;
- The project team should consider a road connection across the Barrie GO rail line rather than only a pedestrian and cycling connection;
- Dufferin Street has not been pedestrian-friendly and there should be improvements made along Dufferin Street;
- The project team should consider installing traffic signals at the Glen Belle Crescent and Dufferin Street intersection due to history of collisions;
- Concerned that the proposed solutions of the TMP are very pedestrian- and cycling-centric, some participants felt that vehicle movement was not fairly considered.

The City received seventy-three (73) comments via phone, email, or writer letter.

A summary of the consultation report and a copy of the comment tracking for Phase 2 is provided in **Appendix A**.

3.3 Local Advisory Committee Meetings

Early on in the study, the City established a Local Advisory Committee (LAC) made up of twelve (12) area residents to provide a forum for discussion of issues at key stages in the development of both the Block Master Plan and Transportation Master Plan studies. The LAC was established as a non-political advisory body with a mandate to provide a forum for feedback, guidance, and advice to the City Project Team at key points during the process.

The Local Advisory Committee met five (5) times throughout the study and provided feedback and input on existing issues, long list and short list options, and the preferred

solutions before they were presented to the public. Detailed meeting summaries are provided in **Appendix A**.

3.4 Property Owners Consultation

All potentially impacted property owners were sent letters by registered mail in April 2021 that described the project, specific property impacts, and invited property owners to meet individually with City staff in advance of public meetings. Follow-up letters were sent by registered mail in January 2022 and April 2022 to notify property owners as to whether the recommended solutions would still potentially impact their properties. Follow up efforts were made to ensure that each property owner was aware of the study recommendations and that they received the letters. A total of twenty-seven (27) property owners were contacted. Seventeen (17) met with City staff.

Some potentially impacted property owners expressed concerns about the timing and the extent of the impact, and the effect it would have on future development potential or property value.

Notification letters to potentially impacted owners and a communications log are provided in **Appendix A**.

3.5 First Nations Consultation

First Nations were contacted and consulted with to ensure that those which may be affected by the alternatives, or have an interest in the study had sufficient opportunity to review materials and provide input. All public notices and the Stage 1 Archaeological Assessment Report were sent via email. The First Nations contacted include:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Huron-Wendat Nation
- Six Nations of the Grand River

Correspondence with First Nations are summarized below:

- Curve Lake First Nation requested changes to the Stage 1 Archaeological Assessment Report.

- Mississaugas of the Credit First Nation requested additional information be added to the Stage 1 Archaeological Assessment Report.
- Huron-Wendat First Nation inquired whether further archaeological studies or field work would be necessary.

Formal correspondence with First Nations are documented in **Appendix A**.

3.6 Review Agencies and Utilities

Review agencies and utilities service providers were contacted directly at key consultation milestones throughout the study to request feedback on the project. All individuals and groups were kept informed throughout the study.

The Ministry of the Environment, Conservation and Parks (MOECP) and the Toronto and Region Conservation Authority (TRCA) responded to the project team.

Formal correspondence with review agencies are documented in **Appendix A**.

3.7 Technical Advisory Committee Meetings

Throughout the study, agency stakeholders were contacted and kept informed of study findings. Three Technical Advisory Committee (TAC) meetings were held at key points during the study to seek input on background conditions, alternative solutions, and preliminary recommendations (before these were presented to the public).

The TAC met three (3) times throughout the Study. Detailed meeting summaries are provided in **Appendix A**.

Separate technical meetings were also held with the Ministry of Transportation (MTO) over the course of the study to obtain feedback and input on the transportation analysis, long list and shortlist solutions, and the preferred solutions. The project team met with MTO five (5) times over the course of the study. Detailed meeting summaries are also provided in **Appendix A**.