

Yorkdale Shopping Centre Proposed Development Walkshop Feedback Summary

Held on Wednesday Nov 1, 2017

Walkshop Summary Notes prepared by Jane Farrow & Rochelle Basen, Dept of Words & Deeds, independent facilitators

Overview and Purpose of Engagement Event

In the afternoon of Wednesday Nov 1 approximately a dozen local residents and stakeholders attended a presentation and facilitated 'walkshop' concerning three Master Plan options Oxford Properties has submitted to the City of Toronto planning department for their consideration. The walkshop consisted of a facilitated discussion and site walk of the western side of Yorkdale's parking lots and roadways. At the start of the walk, facilitator Jane Farrow outlined the purpose of the event – to pro-actively engage residents in a conversation about proposed developments at Yorkdale Shopping Centre and enlist local expertise in identifying planning and design opportunities Oxford Properties can explore and consider for their evolving Master Plan. Facilitator Jane Farrow was assisted by notetaker Rochelle Basen who captured participant input.

Participants

On behalf of the developers: John Filipetti, Vice President, Development- Oxford Properties, Claire Santamaria, Director and General Manager, Yorkdale Shopping Centre- Oxford Properties, Ryan Da Silva, Property Manager – Yorkdale Shopping Centre, Oxford Properties, Frank Lewinberg, Partner & Planner, Urban Strategies, Leah Cooke, Planner, Urban Strategies, James DiPaolo, Planner, Urban Strategies, Jim Gough, Manager, Transportation Planning – WSP

On behalf of the Office of Councillor Josh Colle, Stas Ukhanov.

Approximately a dozen residents were on hand, representing residents' groups and neighbourhoods including: Dufferin-Lawrence Residents Association, Eglinton-Dufferin Residents Association, Bathurst – Lawrence Four Quadrants Neighborhood Alliance, local residents of Glen Belle Crescent, and the YWCRPA.

Key Feedback Summary

Participants were very concerned about traffic congestion in the neighbourhood. As such they were anxious to know how any developments on the site would affect traffic volumes and flow on side streets, major arteries, pedestrian routes and transit access.

Participants expressed a desire that that future developments at Yorkdale would place the highest priority on improving overall walkability, pedestrian connectivity and transit access.

Participants recommended that a high priority be placed on making all roadways and intersections safer and more efficient for all modes of transportation – including the signalization and retention of the MacAdam loop with an improved public green space.

Participants recommended that Yorkdale plan parking supply/demand requirements closely, in consultation with the community, and consider taking actions to disincentivize long term car parking – by making it more expensive or reducing the spaces available to commuters who park on the Yorkdale lot while travelling on subways or busses.

Participants express qualified support for the expansion of Yorkdale Shopping Centre insofar as it held high design and architectural standards and worked closely with the community and City of Toronto to mitigate congestion and traffic volumes.

Detailed Feedback

The WalkShop was routed through the western side of Yorkdale Shopping Centre's parking lots and walkways and involved discussions of the South Service Road, the MacAdam loop on Dufferin, the pedestrian signals on Dufferin and proposed retail, resident and office developments in the northwest quadrant. Participants provided feedback summarized in the following categories:

- Streets, walkways and roadways
- Traffic management and congestion
- Mobility hubs and transit connections
- Public spaces and greening
- Short and long term car parking
- Design guidelines, architectural treatment
- Public Consultation process

Streets, walkways and roadways

Participants expressed general support for the current configuration and ownership of the South Service Road, including the walls, walkways and regularly maintained trees and gardens. Participants asked many questions about what was being proposed for the South Service Road, i.e. whether the City of Toronto intended to widen it and make it a public right of way which could involve expropriating backyard properties to the south, and who would maintain it in the future. Representatives from the developer explained that they could not speak for the City but noted participant questions concerning required lot sizes, road servicing, greening and tree removal, possible traffic increases and 24-hour access to the South Service Road which is currently restricted at night.

Traffic management and congestion

General Remarks: Participants expressed concerns about existing traffic congestion around Yorkdale, especially on Dufferin Street. Many participants suggested that existing congestion could be eased if Yorkdale customers were encouraged to use entrances to the mall other than Dufferin Street.

Suggestions included:

- clearer signage on the 401 directing customers Yorkdale Rd., not Dufferin St.
- clearer signage indicating that the McAdam loop leads to the mall
- clearer "no left turn" sign at the South Service Road, which some residents said was confusing because of the left-turning lane that turns into the gas station directly south of the road
- increased access to the 401, with either a new exit at Caledonia or Bridgeland, and improved access at Dufferin St. and under Allen Rd.
- direct access to Yorkdale via designated roads, for example using distinct loops and ramps, instead of combining traffic turning into the mall with general traffic on Dufferin St.
- adding a traffic signal at Cartwright Ave.
- using the southbound bus lane on Dufferin St. (south of the 401) for left-turning traffic into Yorkdale

Signalizing the MacAdam Loop/ Re-aligned South Service Road: Participants were generally supportive of the idea of improving mall access via an augmented MacAdam loop that accommodates north and

southbound drivers and is signalized for pedestrians and drivers. It was noted however that this traffic signal could be problematic for access to the gas station, spacing from the traffic light to the south, and other businesses directly south of mall.

Paid Duty Traffic Control: Some participants expressed concerns that particularly during the busy holiday season Yorkdale's paid duty police officers prioritize Yorkdale customers turning into the mall, disrupting traffic on Dufferin St.

Increased flow & traffic studies: Participants expressed concerns that the Master Plans developments could increase traffic flow in and out of the mall and wanted assurances that Oxford Properties would address this with detailed traffic studies and better management of flow and existing entrances.

Mobility hubs and transit connections

Access: Much of the feedback from participants about mobility and transit centred around access to the Yorkdale subway station and GO station. With the proposed commercial redevelopment on Dufferin as well as office and residential development in the northwest quadrant of the site, many participants felt this underlined the need for safe and covered access to the subway station – even when the mall is closed.

Integrated: Participants expressed the desire for an integrated transit hub that includes the TTC, GO transit that accommodates active transportation modes, electric car charging stations and paid park-and-go facilities. Participants suggested a marketing initiative to encourage Yorkdale customers to take transit to the mall instead of driving. It was noted by Yorkdale management that they had incentivized non-car modes last Christmas season offering shoppers the option of delivering their purchases by courier for free.

Bike lanes, Pedestrian Safety: Participants suggested that the commercial redevelopment of Dufferin St. should be served by bike lanes. They were also supportive of rerouting the South Service Road to meet the McAdam loop to allow for pedestrian access to the mall. Participants expressed support for a walkable neighbourhood in the proposed residential development area which permits slow-moving traffic or no cars at all.

Public spaces, amenities and greening

Participants were interested in the possibility of greening the MacAdam Loop with a green public space design. They've requested being able to review other proposed public spaces like this to evaluate how the space should be designed for best access and use. It was noted that the highest environmental standards for remediation and greening should be followed.

It was noted by that Yorkdale should strongly consider adding public amenities like a library and grocery store to service existing residents and in particular, new community members that might come with residential developments. A few participants noted that a mixed community that included affordable homes and family-friendly units and amenities was good for the entire neighbourhood, and not just 'good business' for Yorkdale.

At the same time, participants noted that the mall plays a larger role in the broader city and that it should 'retain its brand as a high-end mall'. Some residents mentioned Lawrence Square

as the neighbourhood mall serving local needs. One participant said that they see Yorkdale as 'not just a shopping centre but an entertainment centre' which had potential to be developed more in the future.

Short and Long Term Car Parking

Parking is a long-standing issue of concern to both local residents and retail business owners. Participants expressed concerns about the general volume of cars parking at the mall, for short and long term visits, and asked questions about how Yorkdale could determine the right number of spaces to service existing or expanded mall traffic. Key to local concerns was car parking spilling over to residential streets during holiday seasons and weekends. Participants offered possible remedies including:

- clear signs/security directing people to park in the designated Yorkdale parking
- marketing initiative to promote taking transit and disincentivize parking
- more access points to underground parking to prevent bottlenecking
- monetize parking by offering electric vehicle charging stations and other paid options

Participants requested information about official parking requirements and asked that Yorkdale provide detailed analysis of how much parking space they intend to build and how they're determining the supply/demand balance.

Design guidelines, architectural treatments

Participants stated a desire for high quality construction and design for the proposed development. One participant suggested holding an international design competition for the architecture. Participants expressed a desire to see a "sense of place" established around Yorkdale, suggesting that the surrounding area (for example Lawrence Ave., Highway 401) could be transformed to create a Yorkdale district beyond just the shopping centre.

Participants suggested that Yorkdale use its leverage with the City to help fund the general beautification of the surrounding area. Many participants called for an "animation" of Dufferin St. with the proposed commercial redevelopment, including having a mix of retail (restaurants, theatre, cinema) and greenery. One participant suggested that residential development in the northwest quadrant should face south, while the office towers should be located on the northern edge, closer to the 401. One participant also questioned why residential development was planned for the interior of Yorkdale's property, as opposed to on Dufferin St.

Public Consultation process

Participants requested having large-scale plans, maps, and models made available for future community consultations. Participants also requested specific numbers be assigned to each of the Master Plans (to aid in discussion) and to know how many residential, office, and retail units are being proposed.

Appendix A: Additional Feedback

- Received from David Nitkin on behalf of Bathurst & Lawrence Four Quadrants Neighbourhood Alliance



Bathurst-Lawrence Four Quadrants Neighbourhood Alliance

The list here is an informal collection of several of the ideas presented at the initial contact meeting between the property manager and residents the community involving planning for the Yorkdale lands. The incomplete list (a) contains informal suggestions, thoughts and ideas intended for discussion only, (b) has no official status, and (c) is not the property or recognized position of any person or group.

#	Description	Rationale	Projected Timing <i>NT: Near term</i>	Status	Require City Planning Approval	Priority
1	Library tenant	Necessary community amenity	Reintroduce pre-existing land use	Old	No	
2	Foodstore tenant	Necessary community amenity	Reintroduce pre-existing land use	Old	No	
3	Support local valet parking service provider	Community owned enterprise: money saving service provider that generates local employment	Change in existing outside provider <i>nt</i>	Old	No	
4	Support local mall-wide retail training service provider	Community owned enterprise: serve mall clients; generates local revenue and employment	New shared provider option; training linked to 13 and 14 <i>nt</i>	New	No	
5	Support community health initiatives	Expand walking, exercise and fitness and related programs for community residents and employees	Collaborative initiative <i>nt</i>	New	No	
6	Community liaison council	Meet quarterly with neighbourhood residents	Regularize mall-community dialogue <i>nt</i>	New	No	
7	Extend Marlee as major north-south artery	Transportation solution to existing and proposed traffic: land use/traffic	Second Bathurst Street	Old	Yes	
8	Build major controlled access underpass under Highway 401	Transportation solution for service vehicles: mitigation surface vehicle traffic to and from Wilson Avenue	Subgrade access for commercial vehicles	New	Yes	

#	Description	Rationale	Projected Timing	Status	Require City Planning Approval	Priority
9	Support creation of local entrepreneur market	Community owned enterprise: one day a week; generate local revenue, enterprise and employment	Collaborative initiative <i>Nt</i>	New	No	
10	Disincentive for long term parking: reduce auto reliance	Reduce parking congestion	Mall management discretion	New	NO	
11	Incentive for long term daily parking: environment	Solar recharge for cars of commuters working elsewhere but parking here: revenue generation	Mall management discretion	Old	Indirect	
12	Pedestrian access between Dufferin and subway	Expedited people moving sidewalks, east side of Dufferin to Allen Road			Indirect	
13	Support job generation for local students	Preference for local applicants	Mall management discretion <i>nt</i>		No	
14	Support local job generation for area seniors	Preference for local applicants	Mall management discretion <i>nt</i>		No	
15	Go under Allen Road for eastbound access and egress traffic	Traffic solution			Yes	
16	Create access from Dufferin to eastbound 401	Traffic solution			Yes	
17	Special needs tenancy option for part of rental residential units	Four and five bedroom special needs multi-unit rental options for Orthodox Jews			No	
18	Special needs tenancy option for one or two condominium units	Extend and reinforce character and ownership housing stock for neighbouring community directly to east			Indirect	
19	Enhance training of paid duty traffic officers	Local versus mall traffic parking admittance strategies	Mall management discretion <i>nt</i>		No	

