

Leaside Property Owners Association Incorporated

1601 Bayview Avenue, P.O. Box 43582
Toronto ON M4G 3B0

April 7, 2014

Public Works and Infrastructure Committee
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2
email: pwic@toronto.ca

Attention: Candy Davidovits, Committee Clerk

Re: PWIC 30.7 Eglinton Connects: Environmental Assessment Study

Dear Councillor Minnan-Wong and Members of the Committee,

The Leaside Property Owners' Association provides this correspondence to express its strong support for the staff report recommendations with respect to reconfiguration of Eglinton Avenue.

We note that the recommended design would include the following features in the Bayview to Brentcliffe segment:

- A four lane road with turn lanes at selected intersections
- On-street off-peak parking in the curb lane
- A continuous raised bicycle lane (at sidewalk level) in each direction
- Wide sidewalk zones
- More space for large trees

Our earlier comments on the "Travelling" portion of Eglinton Connects Recommendations, dated October 18, 2013 are attached.

We note and support the recommendation that the city work with Metrolinx during the construction period to monitor traffic patterns and conduct traffic studies.

We note that subject to City Council endorsement, Metrolinx will implement the plan at LRT station areas, but Metrolinx will not be responsible for any modifications to the mid-block sections. We support the recommendation that the City develop an interim design and implementation strategy for the mid-block areas between stations, and that the City identify a recommended funding strategy for the implementation of the recommended ultimate configuration as part of the capital budget process.

One disappointment is that the opportunity afforded to bury the hydro lines is not able to be taken advantage of. It appears that this was a suggestion frequently made by the public.

Finally, in our opinion the public engagement process utilised has been a model one for the city; we commend staff for their diligence and their willingness to communicate and discuss issues and options throughout the process.

Yours truly,

Geoff Kettel for

Geoff Kettel and Carol Burtin-Fripp
Co-Presidents

Attachment

**Attachment:
Extract – LPOA Comments on “Travelling” Portion of
Eglinton Connects Recommendations, October 18, 2013**

Travelling

1. Create a complete street

- We strongly support. Our concern would be that the resources need to be made available to permit this transformation to be implemented across the corridor **at the same time**, and not just at the Metrolinx funded sections (i.e. LRT stations).

2. Right-size travel lanes

- We support in principle while noting that the outside lanes will need to be wide enough to accommodate buses

3. Provide wide sidewalks

- We support

4. Build protected cycling lanes

- We support

5. Maintain parking supply

- We do not support maintaining parking supply on Eglinton through on-street parking, or “parking “bays”. Off-street and underground parking should be provided in conjunction with mid-rise development and enforced by the city as part of the site plan approval process.
- Currently the lack of bicycle parking is a constraint on increased cycle use. Increased provision for bicycle parking could also be considered as part of development approvals.

6. Extend network of rear laneways

- We support in principle; however there are risks - of destabilizing the adjoining houses and of maintaining safe and vibrant places
- As in #17 these areas should be for access to and servicing the development on Eglinton; NOT for parking or for relief through-routes.

- We suggest increased access to the rear laneway by mid-block passageways from Eglinton which could have public art, or could serve as an outdoor patio for a restaurant or café.

7. Implement boulevard guidelines for character areas

- We support

8. Plan for incremental implementation

- Allocated funding (Metrolinx) exists to upgrade the streets near stations but not in between the stations, so as things stand the changes in Eglinton's streetscape will happen only where particular stretches of the corridor get redeveloped. It is essential that improving the street occur at the same time as the LRT goes in; otherwise the new street layout would likely not be completed for decades.
- "Incremental implementation" is a concern. A coordinated plan for resourcing implementation of the plan is needed. We would recommend that all stakeholders including elected officials, residents' associations, and BIAs should work together to ensure that the plan is implemented in a coordinated and complete manner.

Unresolved Questions

- The risk for traffic infiltration into neighbouring residential areas
- The need for maintaining parking provision (standards) but perhaps being creative in how this is accommodated
- The need for some level of continued surface transportation (buses) on Eglinton
- The risk for on-street parking in adjoining areas
- The advisability of a public campaign to actually change travel behaviour, (i.e. use the transit, walk, cycle?) in association with the launch of the LRT.

October 18, 2013