

Attachment 4: Public Consultation Summary

The Midtown in Focus study included a comprehensive public engagement and stakeholder consultation process. A summary of public engagement activities undertaken prior to December 2017 is included in Attachment 4 of the Proposals Report available at: <https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-108408.pdf>

In December 2017, Council directed staff to undertake stakeholder and public engagement on the proposed Yonge-Eglinton Secondary Plan (proposed Plan) and report back with a final report and a recommended Official Plan Amendment. Consultation on the proposed Plan occurred between January and May 2018 and included a variety of consultation events and meetings. An overview of the consultation events and meetings is provided below, with detailed meeting summaries of the major consultation events attached to this attachment.

Midtown Planning Group Meetings

January 16, 2018 and January 23, 2018: Approximately 30 attendees at each meeting

Two meetings were held for the Midtown Planning Group in the final phase of stakeholder engagement on the proposed Plan and infrastructure assessments. The purpose of the January 16th meeting was to provide a briefing and solicit feedback on the Infrastructure Assessments underway, including Community Services and Facilities, Transportation and Municipal Servicing (water, wastewater and stormwater). The purpose of the January 23rd meeting was to present and discuss the proposed Yonge-Eglinton Secondary Plan policies and proposed Parks and Public Realm Plan.

Following presentations by City staff and the consultant teams, participants were able to ask questions, followed by facilitated table discussions and a plenary report back. At both meetings, attendees were provided the opportunity to share feedback during the table discussions and were given comment sheets to provide their individual written feedback. Meeting materials were also shared with participants following the meetings to assist them in providing written feedback after each meeting by email. A deadline of two weeks was given for participants to provide their feedback by email.

Land Owners and Developers Meeting

February 1, 2018: Approximately 40 attendees

A meeting with local land owners and developers was held to provide an overview of the proposed Plan and to gather feedback. City staff gave a presentation covering the project schedule and status, a summary of key policy directions and an update on the infrastructure assessments. The presentation was followed by a group discussion with staff receiving questions and comments from participants. Participants were also invited to provide written feedback following the meeting.

Public Open House and Workshops

February 10, 2018: Approximately 200 attendees

The proposed Plan and ongoing infrastructure assessments were presented at the Open House for discussion and feedback with area residents and stakeholders. Display boards provided information on proposed Plan policies and provided information about growth and infrastructure, built form, cultural heritage, parks and public realm, community services and facilities, transportation and municipal servicing. City staff and consultants were on hand to share information, answer questions and listen to feedback.

Presentations and workshops were also held throughout the day to provide more information and gather feedback. Presentations were given on the proposed Secondary Plan framework and policies and community services and facilities. Workshops focused on the Parks and Public Realm Plan and transportation assessment. Each session was an hour long and was hosted twice. The presentations were followed by a group discussion where participants could ask questions of City staff. The workshops were structured with presentations followed by facilitated table discussions and a group report back.

Participants were provided the opportunity to share feedback during the workshop table discussions and were given comment sheets to provide their individual written feedback at the Open House. Additionally, members of the public were invited to provide written feedback at any time by email and were informed that there was an online survey available to provide their feedback.

Land Owners and Developers Meeting

May 8, 2018: Approximately 30 attendees

A meeting with local land owners and developers was held to provide an update on the Midtown in Focus study and respond to comments received in meetings and in letters regarding the proposed Plan. City staff gave a presentation providing a summary of the feedback received and emerging directions in the recommended Plan, including revisions that respond to the comments received. The presentation was followed by a group discussion with staff receiving questions and comments from participants.

Online Survey: Proposed Plan

February 10-24, 2018: 52 responses

Staff developed a simple online survey for the proposed Plan as an additional opportunity for the public to review the Proposed Plan and provide feedback. Contact information for City staff was provided on the survey website if participants had additional questions and comments.

Engagement with Additional Stakeholder Groups

- January 2018: Proposals Report, proposed Plan and covering letters sent to five Indigenous communities offering additional consultation if requested. No comments or requests for additional consultation were received.
- January 9, 2018: Meeting with Ministry of Municipal Affairs
- January 10, 2018: Meeting with Toronto District School Board and Toronto Catholic District School Board
- January 26, 2018: Meeting with Residents Association Leadership Table
- January 29, 2018: Presentation to Eglinton Park Residents Association AGM
- February 13, 2018: Meeting with the small Developer Working Group
- March 19, 2018: Meeting with the small Developer Working Group
- March 20, 2018: Meeting with Ministry of Municipal Affairs
- March 29, 2018: Meeting with Toronto District School Board and Toronto Catholic District School Board
- April 20, 2018: Meeting with Residents Association Leadership Table
- May 7, 2018: Meeting with the small Developer Working Group
- May 14, 2018 - Presentation to South Eglinton Ratepayers' and Residents' Association AGM

January 2017 Midtown Planning Group Meetings - Integrated Summary

Midtown in Focus

January 16, 2017, 6:30 – 9:30 pm &

January 23, 2017, 6:30 – 9:00pm

North Toronto Library, Gwen Liu Meeting Room

40 Orchard View Blvd

Overview

On Tuesday January 16 and January 23, 2018, the City of Toronto hosted two update sessions for the Midtown Planning Group as part of the City's ongoing study in the Yonge-Eglinton area, Midtown in Focus: Building a Liveable Yonge-Eglinton. The purpose of the January 16th meeting was to provide a briefing and solicit feedback on the Infrastructure Assessments underway as part of Midtown in Focus, including Community Services & Facilities, Transportation and Municipal Servicing (water, wastewater and stormwater). The purpose of the January 23rd meeting was to present and discuss the Proposed Yonge-Eglinton Secondary Plan Policies and Proposed Parks Plan.

Approximately 30 people attended each meeting, including members of residents' associations, Business Improvement Areas, active transportation organizations, sports groups, and others (see Appendix - Participant Lists).

This integrated Summary reflects the feedback received from people who attended both briefings, and includes questions asked (and responses received).

Tuesday January 16. Councillor Josh Matlow opened the meeting with welcoming remarks, after which Nicole Swerhun reviewed the proposed agenda. Following the welcoming remarks and the agenda review, the City and their consultants provided an update on the status and schedule of Midtown in Focus and delivered presentations on Community Services & Facilities, Transportation, and Municipal Servicing. The Community Services & Facilities and Transportation presentations were followed by small table discussions and plenary report backs. The Municipal Servicing Presentation was followed by a plenary question and answer period.

Tuesday January 23. Councillor Christin Carmichael Greb provided welcoming remarks followed by a review of the proposed agenda. Paul Farish, City of Toronto, presented an overview of the Proposed Secondary Plan Update endorsed by City Council in December 2017 for further consultation. Corinne Fox, City of Toronto, and Cassidy Ritz, City of Toronto, gave a presentation on the Proposed Parks Plan for the Yonge-Eglinton area. Both presentations were followed by small table discussions and a plenary report back.

At both meetings, participants had the opportunity to share feedback during the small table discussions and after each meeting by email. Following the meetings, the City shared the meeting materials by email with participants to assist with providing additional feedback. This summary integrates the feedback received during and after both meetings.

Matthew Wheatley, Ian Malczewski & Nicole Swerhun from Swerhun Facilitation prepared this Meeting Summary and shared it with participants for review prior to finalizing it.

Key Themes in Feedback Received

The following 10 key themes are derived from feedback shared during and after the two meetings. These key themes should be read in concert with the detailed summary of comments and questions that follows.

1. **Ensure the plan is enforceable with the development industry, use strong and prescriptive language in the policies**
2. **Protect and expand office space to provide more opportunities for residents and others to work in the area.**
3. **Transit capacity needs to be increased to support the existing population as well as expected population growth.**
4. **Increase the size and number of parks in the area.**
5. **Provide a safer environment for pedestrians and cyclists.**
6. **Ensure traffic is not pushed on to local streets.**
7. **Increase and improve access to local libraries.**
8. **School capacity is a significant issue; the area needs more schools.**
9. **Maintain and protect space for human services, especially for: the homeless; refugees, seniors; and individuals with mental illness.**
10. **Ensure there is sufficient water infrastructure to support the cumulative impacts of ongoing development.**

Several participants also said they appreciate the efforts the City and the community continue to put forth to make Midtown a more livable place and complete community.

Questions of Clarification

Following the presentations, participants asked questions of clarification. Responses from City Planning and their consultants are noted in *italics*. The questions and responses are organized below under the topics discussed at the two briefings.

Community Services & Facilities

- **Can you briefly comment on urgent needs related to community services and facilities from the City's perspective / where do you see the biggest gaps?** *Through work in earlier phases of Midtown in Focus, including meetings with this group, we identified specific needs in each sector. These were reported to and endorsed by City Council in mid-2016. What emerged from this assessment is that there are gaps in all sectors. The CS&F Strategy being developed now is specifying priority projects and strategies to expand capacity in unique context of an infill environment.*
- **How are community amenities leased by the City secured?** *They are typically secured through Section 37 as a community benefit operated by the City or leased out through its below-market program. For new spaces, we would want to make sure they are large enough to ensure they can be leased out, e.g. nothing under 20,000 square feet.*
Councillor Matlow – We are looking at City space, podiums, and opportunities to partner with school boards to find community space.
- **I am nervous about infill in the community, is there anything being done to protect the unique character of small homes?** *This will be discussed at the meeting next week, when we talk more specifically about policies in the Proposed Secondary Plan.*

Municipal Servicing

- **Are the sanitary and storm sewers separated everywhere?** *No, they are combined in some areas in Midtown.*
- **You said that applications must show adequate servicing; will this apply to new condo applications while the Secondary Plan is being completed?** *The requirement to show a functional servicing report is an existing procedure within the City's development review process. Each application has to show their impact on the system. Applications may be modified or development permissions may be held to ensure adequate servicing is available. As part of this study, we are looking at cumulative impacts as well as what else might be needed into the future.*
- **If there isn't adequate infrastructure for a development, does this mean you'll stop the application?** *We can put in holding provisions that stop development until the infrastructure to support the development can be built.*
- **It seems that all developments are assessed in isolation; at what point are they looked at cumulatively?** *We are using this study to look forward to cumulative impacts. So far, this study has confirmed that currently we are in a pretty good place in terms of municipal servicing.*
- **What is "fire-flow"?** *Fire-flow refers to the water pressure required to put out fires.*
- **Understanding that development up to 2016 has been taken into account, what volume of new development have you studied in relation to servicing?** *The present population and approved developments were modelled in the first phase of the assessment. The second phase analyzed the impacts to servicing capacity resulting from the projected population growth to 2051.*
- **What time frames are you using for your models? Hopefully you are modelling 100 year storms, not just a typical day.** *We are following our stormwater guidelines for 2 year and 100 year storms.*
- **In reference to the 2 and 100 year models, you mentioned maps showing the flood areas; will these maps be available online?** *Preliminary maps will be available at the February 10th Open House. The maps will also be available as part of the final assessment report.*
- **Will the City start requiring developers to cap unused laterals (pipes that convey wastewater or stormwater from buildings to the City's sewer mains)?** *The City requires the disconnection and replacement of sewer service connections as part of building demolition and new construction. Note added after the meeting: Toronto Water reported to Public Works and Infrastructure Committee (PWIC) on February 27, 2018 concerning the Feasibility of Ensuring the Disconnection of Sanitary and Storm Laterals at Time of Demolition in response to a motion by Councillor Christin Carmichael Greb. The Council decision and staff report (including a summary of existing policies and recommendations) can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW27.4>*

Proposed Secondary Plan Policies

- **Where would Toronto Community Housing fall under this?** *We have housing policies for the City as a whole as well as specific policies in the Proposed Secondary Plan related to affordable housing and a mix of unit sizes. Investments in Toronto Community Housing and other affordable and supportive housing are decided on at the system-wide, city-wide level; however, these should be priorities in Midtown if Council and the community support them.*
- **How are developers reviewing / receiving the Proposed Secondary Plan?** *We have a developer specific meeting planned in early February and have had a few requests from different developers for meetings. We don't have a full picture of their response yet but we know that now that we have a detailed vision on paper it is influential for development. Even if developers don't agree with everything, they are getting on board with what is on paper.*

- **I really commend the work that has gone into this plan but worry if much of the land has already been bought up, what is the point?** *The amazing thing is that just when you think there aren't any more development sites, developers still buy and redevelop on sites we didn't think were feasible development-wise. There is a lot of scope for further development in Midtown. The proposed planning framework is influential in the review of applications today and it will set the direction for development going forward. The plan is also very important in terms of the infrastructure investment priorities it identifies (e.g. priority park sites, cycling network improvements) and the tools it establishes to guide their delivery.*
- **Can developers use other tall buildings as a precedent for future applications?** *The more this plan shows linkages to provincial planning policy and to this 4 to 5-year planning process, with extensive consultation, the stronger the plan will be. These will both be stronger than a precedent argument. We also need to demonstrate that we are allowing for intensification in appropriate areas; no longer will it be a question of precedent, rather a question of what is needed and appropriate.*
- **The southwest quadrant of the TTC block is designated a Special Planning Area — should this be a Major Transit Station Area that the City should be developing a plan for?** *This area is designated a Special Planning Area in terms of building height and massing because the City is a large landowner of this property and is influencing the planning for that block. If the City wasn't a significant landowner, we may have taken another approach. The proposed policies discussed tonight will have an impact on the plans for that site.*
- **Why is the delineation/width of the Roehampton secondary zone not the same on the south versus north side?** *The built form is different on each side.*
- **How does the City track live-work data / how do we know how many people live and work in the area?** *The City undertakes an employment survey every year. There is also commuting and other employment data collected through the census and travel surveys. We have some data and know that only about 10 – 15% of people both live and work in the study area. It isn't possible to ensure/compel people to live where they work, but there are ways to encourage and support this concept.*

Parks Plan

- **When will the City-wide Parkland Strategy be finished?** *It is anticipated to be complete in the second quarter of this year, 2018.*
- **What are the units of measure on the map that are referring to the provision of parkland?** *It is park area per person in square metres, which is based on a 500-metre catchment area.*
- **What do the “greenways” refer to?** *They refer to public realm plans in the 2014 Midtown in Focus: Parks, Open Space and Streetscape Plan. Their purpose is to preserve the landscaped openness characteristic of the neighbourhood whenever a site is redeveloped.*

Feedback on Community Services & Facilities

Following the Community Services and Facilities presentation, sector representatives from the City and their consultant team provided detailed briefings at small tables on key considerations for five topic areas: libraries, schools, recreation, child care and human services. After the briefing and a short discussion with participants, the sector representative moved to a new table and repeated their briefing. This occurred five times allowing all participants to receive a briefing on each topic area. Following the five rotations the sector representatives provided a report back on the discussions at their tables.

Participant feedback is organized below by each of the five topic areas, under common themes that emerged from the discussions and feedback shared in writing during and after the meeting.

Libraries

Increase and improve access to existing library space. Participants said that limited hours, a lack of parking, and limited locations act as barriers to access. Participants suggested making existing library space more inviting and opening more small satellite locations to make it more convenient to visit a library. There were some differences of opinion about locating satellite locations in condos. Some said it could improve access for teens, seniors and mothers with babies; others said libraries in condos don't look or feel like they are open to everyone.

Modernize library facilities and programming. Participants said existing libraries need more computers and technology to better respond to the way people currently consume information, especially young people. Participants also suggested increasing the types of programming and space offered, e.g. music, theatre, cultural events, and photography classes.

Northern District branch. Participants suggested expanding the library to the second floor to increase available space. Some said the area needs a library the size of the North York Central branch. There was also a suggestion to provide a theatre space on the second floor.

Mt. Pleasant branch. Several participants felt the Mt. Pleasant branch is too small. Some participants suggested moving the Mt. Pleasant branch into the Regent Cinema. There was also a suggestion to turn the Mt. Pleasant branch into an arts space.

Add a library in the Davisville Area. Participants said the Davisville area needs a local library.

Schools

Capacity is a significant issue. Participants said that existing schools in the area are near or at capacity. Participants said the City should work closely with school boards to ensure the number and location of schools keep pace with growth. Some participants said they want to see specific locations identified in the Secondary Plan.

Co-locate schools with other community services and facilities. Participants suggested co-locating schools with childcare, libraries, etc. Participants also suggested expanding the hours school facilities can be used by the community.

Ensure schools locations are safe and accessible. Participants said locations near parks/open spaces and that are walkable and accessible by bike and transit should be prioritized. Some said they don't like the idea of kids going to school directly beside condo buildings. *The sector representative said: building new schools must also include consideration of indoor and outdoor recreation space.*

Increase funding opportunities for schools. Some participants said the Toronto District School Board needs to be able to access funds from development charges. Others said developers should be required to build / provide school spaces.

Recreation

Expand recreation facilities and space through co-location. Participants suggested finding ways to co-locate recreation space in other facilities such as churches, schools, future Metrolinx transit stations, and condo podiums. Participants also said that requiring facilities in new developments/condos (e.g. pools) will not be enough to accommodate future growth.

Locate new recreation facilities in areas of highest growth. Participants said areas east of Yonge St and north of Eglinton Ave are experiencing the most significant growth and are underserved by recreation facilities.

Other location considerations. Participants said walkability and the role of recreation facilities as critical infrastructure for emergencies should also be considered when determining future locations.

Child Care

Location is critical to the success of childcare facilities. Participants said that childcare facilities should be located close to transit, green spaces, schools, and high concentrations of families with children. Participants also said that child care facilities should have space for pick-up and drop-off and also be accessible by bike and by foot. Some participants suggested putting childcare in schools that don't already have it. Others said new office buildings should be required to have childcare facilities. Some said the Canada Square site would be a good location for a childcare facility. *The sector representative said: there are opportunities to work with school boards due to funding from the Province.*

Human Services

Maintain and protect existing services and space. Participants said there is a need for policies that protect existing services and space to ensure they aren't squeezed out by future developments.

Communication and awareness are important. Participants said it will become increasingly important for agencies to raise awareness of the services they offer in the area, especially as the area continues to grow vertically.

Increase co-location of multiple human services. Participants suggested locating multiple services close together or even within the same facility. There was a suggestion to develop a cluster of services around the SPRINT Supportive Housing site on Merton St.

Specific services required. Participants identified specific segments of the population they feel require additional services and facilities in the area, including: the homeless, refugees, seniors and individuals with mental illnesses.

Feedback on Transportation

After the Transportation presentation, participants discussed transportation challenges as well possible solutions at small tables. City staff and their consultants facilitated the small table discussions and provided a report back on the conversations. Participant feedback is organized below under common topics that emerged from the small table conversations and feedback shared in writing during and after the meeting.

Expanding and improving cycling infrastructure in Midtown. Several participants said the area needs more dedicated bike lanes to make cycling safer, especially for north/south travel. A number of participants discussed at the meeting and shared support in writing after the meeting for the idea of creating a "Midtown Loop" that proposes to create a connected cycling network, including adding bike lanes on Yonge St. and Mount Pleasant Road. Participants also suggested installing additional bike parking, improving wayfinding for cyclists, and adding rest stops for cyclists along Yonge St. Some participants said that traffic calming measures for vehicles should not impede cycling.

Improving the pedestrian environment. Participants shared suggestions they feel would help make the area more pedestrian friendly and safe, including: installing a pedestrian scramble at Yonge & Eglinton; pedestrianizing Yonge St between Montgomery Ave and Soudan Ave; requiring a 2-metre minimum

sidewalk width in construction zones; implementing 30 km/h speed zones in high pedestrian traffic areas; improving traffic warning signs and pavement markings around school areas; and reducing street furniture that interferes with pedestrian space, especially during construction.

Transit issues and improvements. Participants raised concerns about the subway being at or over capacity with some saying that the Relief Line will do little to alleviate capacity issues. Some participants suggested giving buses priority on Yonge St and implementing bus rapid transit in the area. Others suggested using “microbuses” for shorter trips. Participants also said prioritizing design that encourages forms of active transportation could help reduce congestion on transit. There was a suggestion to hold development until the capacity issues on the subway are dealt with.

Traffic Patterns and congestion. Some participant said they don’t want more traffic shifted on to smaller residential streets / “into people’s backyards”. There was a suggestion to implement congestion pricing in the core of Midtown. Participants also said construction makes traffic significantly worse and makes it difficult for residents to get around. There were suggestions to exempt local residents from left turn restrictions and restrict truck movements.

Parking. Some participants supported removing parking on main streets/avenues. Others said if parking is removed from main streets it should be replaced with parking on adjacent side streets, especially near commercial areas. There was a suggestion to require new developments to supply public parking.

Consider impacts of autonomous vehicles. There was some discussion about the future of autonomous vehicles and possible impacts.

Feedback on the Proposed Yonge-Eglinton Secondary Plan Policies

Following the presentation, MPG members participated in small table discussions where they identified strengths of the plan and proposed improvements to the plan and policies. The feedback shared is organized below under common strengthens and suggested improvements that emerged from the small table discussions and from feedback shared in writing during and after the meeting.

Support for the recognition of the local context of different areas. Participants said the context sensitive planning that considers the nature and complexity of the various character areas is a strength. Participants also liked the delineation of Major Transit Station Areas (MTSA). Some participants said the Secondary Zones identified in the plan should have more context-specific policies, not blanket policies.

Support for the connection between infrastructure capacity and development. Participants said they were pleased to see efforts made to link development to the infrastructure capacity for the area. Some said this link needs to be even stronger with an explanation of how the City will determine if adequate infrastructure is available.

Support for the focus on complete communities. Participants appreciated the focus on creating complete communities and supporting livability in the policies.

Maintaining the character of existing retail. Some participants raised concerns about new retail not aligning with the character of older retail and said they would like to see policies that promote unique mom and pop specialty stores.

Support for new street and pedestrian connections. Several participants supported the proposed new street and pedestrian connections. There was particular support for mid-block connections, with some saying even more are needed.

Strengthening the proposed policy language. Participants suggested making the language more prescriptive to make it more likely that the policies will be enforceable. There was particular concern around the use of the word “encourage.” Participants also said it will be important to provide clear definitions and more detailed information/numbers to provide greater clarity and certainty.

Support for non-residential uses with greater variety of office sizes. Participants showed support for requirements for non-residential uses in the area, especially those that allow for more people to live and work in the area. Participants suggested requiring more office space and a variety of office sizes to discourage big box stores and encourage a mix of independent businesses.

Planning for housing affordability. Some participants showed support for the focus on housing affordability with a mix of housing types. Some said there should be greater focus on affordable housing and additional space/allocation for Toronto Community Housing in the area.

Building heights and density. There was a range of opinions and comments related to building heights and densities. Some participants raised concerns about tall buildings and suggested 30-storeys be an absolute maximum. Others said the maximum densities should be defined in the plan. There were concerns that tall buildings would reduce sunlight and create windy streets. There was also concern that tall towers are more concentrated on the east side of Yonge St. Participants also said they would like to see more transition from smaller up to tall buildings. There was a suggestion to integrate the height descriptions associated with the MTSA boundaries in one map/diagram for easier interpretation.

Greater focus on schools and school related impacts. Participants said the area needs more schools and would like to see this need identified in the plan, with specific locations. Participants also said they would like to see more focus on increasing green space and reducing shadows around schools.

Consistent heritage protection. Some participants said that heritage protection should apply regardless of the location, even for properties that are located in intensification areas.

Feedback on the Proposed Parks & Public Realm Plan

After the presentation, members of the MPG participated in facilitated discussions at small tables where they used a large map to share feedback on the proposed Parks and Public Realm Plan. In addition to general comments, participants placed different coloured dots and sticky notes on the map to share specific comments. They used green dots to identify proposed new or expanded parks they think will address gaps and improve access and functionality, red dots to identify proposed new or expanded parks they do not agree with, and yellow dots to identify additional locations for a new or expanded parks. The feedback shared is organized below under general topics that emerged as well as location specific comments shared on the maps.

[General Comments](#)

Significant support for new, expanded and improved parks in Midtown. In general, participants supported directions and efforts to acquire and expand parkland, enhance existing parks, connect parks via public realm improvements, and improve existing parks and public spaces. Participants also said the City will need to be creative in finding space for new parks and public realm. There was agreement among some participants that the best way to get necessary parkland in the area will be to take down houses in strategic locations.

Additional connections through the community. Participants said there is a need for more formalized pedestrian routes that connect parks and Privately Owned Publicly Accessible Spaces (POPS). Participants also suggested using more signage and wayfinding to improve pedestrian routes.

Mixed opinions about proposed subway decking. Some participants supported the idea of placing decking over the subway tracks to provide additional space for park, public realm improvements, and off-street bike lanes. Others raised concerns about the cost and feasibility of doing this, with some suggesting the funds could be better spent elsewhere. Some participants suggested exploring options to expand existing roads/bridges above the tracks and create larger setbacks on east-west side streets. Some suggested using additional space to provide low-rise community services and facilities.

Need for additional/expanded park land acquisition tools. Some participants said they're concerned that existing parkland acquisition tools will not provide adequate park space. There was support for the City's forthcoming changes to the parkland dedication rate to address parkland deficiencies. There was also a suggestion to explore options for acquiring land from churches in the area.

Ensure parks and the public realm are truly public. Participants said that parks and public spaces, especially in front of developments, are not always used to their potential because people think they are private. They said they need to be designed and signed so it is obvious they are for everyone. Participants also said they want to see more POPS in new developments.

Planning for youth / teenagers. Participants noted that teenagers were not at the meeting but need to be planned for. There was a suggestion to consider a skateboard park in the area.

Concern about small parks/parkettes. Some participants said that some of the proposed parks/parkettes are too small and they would rather see larger parks instead of small, scattered parkettes.

[Location specific comments provided on maps](#)

Green dots – support for proposed new or expanded parks that will address gaps and improve access and functionality:

Using **green dots**, participants expressed support for the City's identified new or expanded parks at:

- Mount Pleasant and Merton
- The subway decking from Duplex to Berwick (comments included "love this!" and "elegant creative solution to green challenges in the area")
- The southeast corner of Montgomery and Duplex — "need a show stopper here."
- The north side of Soudan between Yonge and Mount Pleasant
- The northeast corner of Castlefield and Duplex
- The east side of Duplex north of Soudan

Using **yellow dots**, participants suggested additional locations for new or expanded parks. The suggested locations and a summary of related comments are included below.

- Pottery Playground & Mission Playground – create entrances to Mt. Pleasant Cemetery
- John Fisher Junior Public School – Expand the greenspace around the school
- St. Clements & Yonge Parkette – Open up the parkette and expand the space
- Glebe Manor Square – One suggestion to expand squares for multi-use purposes. Another suggestion to redirect funds for squares to buying homes between Maurice Cody Jr Public School and Manor Rd for a park
- Yonge & Roehampton – Create a park for residents east of Yonge St.
- The northwest corner of Yonge & Berwick – Create midblock pedestrian connections
- The northeast corner of Yonge & Soudan – Include green space future development at this corner

- East of Yonge and south of Balliol – Create formal connector routes between Soudan and the Beltline
- Bayview & Millwood – Buy unused hydro house on Millwood and make it into a park
- Bayview & Eglinton – Protect the northwest corner for public square or public realm
- Mt. Pleasant & Merton – Opportunity for a dog park
- The east side of Mt. Pleasant between Soudan and Hillsdale – There is a privately-owned funeral home with a contemplative garden area.
- Mt. Pleasant & Davisville – The existing parkette “needs some love”
- Sherwood Ave from Sherwood Park to Yonge – Create a greenway to connect Sherwood Park to Yonge
- Millwood and Belsize (centre of block) – Provide a connection between Millwood and Belsize
- 505 Balliol St. – Suggestion to buy property and turn into a dog park
- The northwest corner of Mt. Pleasant and Soudan
- Castle Knock & Roselawn
- Soudan & Cleveland

Using **red dots**, participants identified disagreement with the City’s identified new or expanded parks. The locations and a summary of related comments are included below.

- The southwest corner of Bayview & Roehampton – The proposed park is too small, suggest expanding Charlotte Maher Park instead.
- Yonge & Roselawn – The proposed park is too small.
- Eglinton park expansion (east side of Eglinton Park) – It will be too expensive to purchase the land required for the expansion.
- Subway Decking – The resources required could be better spent on providing TCHC housing.

Other location specific comments:

June Rowlands Park. Participants said the park needs better drainage as it currently floods. There were suggestions to add a running track between the baseball field and playground, repurpose the change rooms to a community centre space, and improve southern side of the park facing Mt. Pleasant.

Yonge & Eglinton. Participants said this area needs a bigger park and requested the southwest corner include lots of greenspace. They said there is a unique opportunity to create a large multiuse park, cultural area, and walkways with connections to the subway and nearby parks/greenspace.

Sherwood Park and ravines. Participants said the park has an ancient wood lot, one of only three in the city, and should be better protected. Participants also suggested upgrading the Strathgowan Hill trail. There were also suggestions to improve connections between Sherwood Park, Mt. Hope Cemetery, and the ravines with better wayfinding, improved trails, and increased awareness.

Eglinton Park. There was a suggestion to provide a space for dogs to run that is large enough to accommodate dogs and not interfere with residents/other users. There was another suggestion to balance active sports (like soccer) with other park uses. *The City said there is a Master Planning process underway for Eglinton Park and participants can share park-specific suggestions through that process.*

Howard Talbot Park. Participants suggested enhancing opportunities for views from Bayview.

Other thoughts and comments

Hold a water and wastewater specific MPG meeting. There was a suggestion to consider holding a dedicated MPG meeting specifically to address water and wastewater issues, particularly since there are experts in the community who have detailed knowledge on the topic. Some specific issues participants were interested to know more about include safety and flood plans, security of ground water, and if and how historic buildings/homes would be protected.

Use the Midtown Planning Group list to help get the word out. There was a suggestion to raise awareness of future consultation activities by emailing promotional materials (e.g. a poster) to the MPG contact list that could be printed and distributed in elevators of buildings.

Good level of consultation. Participants said they appreciate the level of consultation undertaken as part of this process.

Next Steps

City planning staff thanked participants for their feedback and continued participation in the process. They said feedback shared during and after the meeting will help the City refine the Proposed Secondary Plan as they move towards a final plan in May of this year. City Staff also reminded participants of the February 10th Public Open House. Ian reminded participants to share any additional feedback by January 30th and said that an integrated draft summary of the two meetings would be circulated to participants in the coming weeks.

Appendix A. Participant lists

January 16 MPG Participant List

City of Toronto & Consultant Team

Councillor Josh Matlow
Councillor Jaye Robinson's Office Joanne Urea
City Planning Matt Austin
City Planning Leo DeSorcy
City Planning David Driedger
City Planning Cynthia Owusu-Gyimah
City Planning Paul Farish
City Planning Diane Ho
City Planning Eddy Lam
City Planning Jamie McEwan
City Planning Laura Pfeifer
City Planning Cassidy Ritz
City Planning Kirsten Stein

City Planning Nigel Tahair
City Planning Alex Teixeira
Parks, Forestry & Recreation Lora Mazzocca
Parks, Forestry & Recreation Daryl Starkman
Toronto Children's Services Ann Pagnin
Toronto Public Health Barbara Johnne
Toronto Public Library Penny Griffin
Toronto Water Vicky Shi
Mobycon Justin Goulding
Stantec Francois Tomeo
Stantec Rod McPhail
WSP Sal Marrelli
WSP Harshad Shetye
Swerhun Facilitation Nicole Swerhun
Swerhun Facilitation Matthew Wheatley

Midtown Planning Group

Arris Terry Mills
Lytton Park Residents Association Arlena Hebert
Lytton Park Residents Association Linda McCarthy
Midtown Hub John Hiddema
Oriole Park Association Daryle Hunt
QuORA Diana White
QuORA David Ticoll
Resident Betsy Kikuchi
Resident Rosemary Corbett
Resident Dyanoosh Youssefi
Resident Joan Bennett
Resident Paulette Haynes
Resident Heather Crawford

Sherwood Park Residents Association Ben Daube
South Eglinton Residents and Ratepayers Association Andy Gort
South Eglinton Residents and Ratepayers Association Al Kivi
South Eglinton Residents and Ratepayers Association Jane McKinnon
South Eglinton Residents and Ratepayers Association Jane Auster
South Eglinton Residents and Ratepayers Association Margaret Walker
The Eglinton Way BIA Sheliza Esmail
Toronto Catholic District School Board Tomasz Oltorzewski
Uptown Yonge BIA David Jubb
Walk Toronto & Cycle Toronto Michael Black
West Keewatin Neighbours Jane Fitzwilliam

January 23 MPG Participant List

City of Toronto & Consultant Team

Councillor Christin Carmichael Greb
City Planning Julie Bogdanowicz
City Planning Leo DeSorcy
City Planning David Driedger
City Planning Helene Iardas
City Planning Cynthia Owusu-Gyimah
City Planning Paul Farish
City Planning Jamie McEwan
City Planning Cassidy Ritz
City Planning Diane Silver
City Planning Alex Teixeira
Parks, Forestry & Recreation Danny Brown
Parks, Forestry & Recreation Diana Chang
Parks, Forestry & Recreation Corinne Fox
Parks, Forestry & Recreation Robert Gibson
Parks, Forestry & Recreation Dessislava Simova
Swerhun Facilitation Ian Malczewski
Swerhun Facilitation Matthew Wheatley

Midtown Planning Group

Apple Tree Markets Chris Trussell
Arris Terry Mills
Eglinton Park Dog Off Leash Association Edward
Eglinton Park Residents Association Lancelyn Rayman-Watters
Eglinton Park Residents Association Karen Barker
FoNTRA Geoff Kettel
Midtown Hub John Hiddema
North Toronto Soccer Club Doug Blair
QuORA Diana White
QuORA David Ticoll
Resident Betsy Kikuchi
Resident Doris Low
Resident Blaine Little
Sherwood Park Residents Association Ben Daube
South Eglinton Residents and Ratepayers Association Andy Gort
South Eglinton Residents and Ratepayers Association Al Kivi
South Eglinton Residents and Ratepayers Association Jane McKinnon
South Eglinton Residents and Ratepayers Association Sharon Mourer
South Eglinton Residents and Ratepayers Association Amelita Isaac
South Eglinton Residents and Ratepayers Association Babedra Sivasambo
The Eglinton Way BIA Sheliza Esmail
Uptown Yonge BIA David Jubb
West Keewatin Neighbours Jane Fitzwilliam

Appendix C. Meeting Agendas

January 2018 Midtown Planning Group Briefing 1 Infrastructure Assessments

Midtown in Focus

January 16, 2018, 6:30 – 9:20 pm

North Toronto Library, Gwen Liu Meeting Room

40 Orchard View Blvd

Meeting Purpose

To provide a briefing on the Infrastructure Assessments being developed alongside the Proposed Yonge-Eglinton Secondary Plan, including: Community Services & Facilities; Transportation; and Municipal Servicing.

Proposed Agenda

6:30 Councillor Welcome, Introductions and Agenda Review

Nicole Swerhun, Swerhun Facilitation

6:40 Overview Presentation

Paul Farish, City of Toronto

6:45 Community Services & Facilities Presentation

Kirsten Stein, City of Toronto

7:05 Community Services & Facilities Discussions & Report Back

- Libraries
- Schools
- Recreation
- Child Care
- Human Services

7:55 Transportation Presentation

Nigel Tahair, City of Toronto & Francois Tomeo, Stantec

8:15 Transportation Workshop & Report Back

8:50 Municipal Servicing Presentation

Vicky Shi, City of Toronto
Questions of Clarification

9:15 Wrap-up & Next Steps

9:20 Adjourn

Maps used at the meeting will be emailed to participants the following day to assist with providing feedback after the meeting.

Background Materials:

1. Midtown in Focus Proposals Report:
<http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-108408.pdf>
2. Proposed Yonge-Eglinton Secondary Plan:
<http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-108435.p>

January 2018 Midtown Planning Group Briefing 2 Secondary Plan Policies and Parks Plan

Midtown in Focus

January 23, 2018, 6:30 – 9:00 pm

North Toronto Library, Gwen Liu Meeting Room

40 Orchard View Blvd

Meeting Purpose

To provide a briefing and seek feedback on the Proposed Yonge-Eglinton Secondary Plan Policies and Proposed Parks Plan.

Proposed Agenda

6:30 Councillor Welcome, Introductions and Agenda Review

Ian Malczewski , Swerhun Facilitation

6:40 Proposed Secondary Plan Overview

Paul Farish, City of Toronto

7:15 Proposed Secondary Plan Discussion & Report Back

7:50 Parks Plan Presentation

Corinne Fox, City of Toronto

Cassidy Ritz, City of Toronto

8:10 Parks Plan Workshop & Report Back

8:50 Wrap Up & Next Steps

9:00 Adjourn

Background Materials:

3. Midtown in Focus Proposals Report:

<http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-108408.pdf>

4. Proposed Yonge-Eglinton Secondary Plan:

<http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-108435.pdf>

Maps used at the meeting will be emailed to participants following the meeting to assist with providing feedback after the meeting.

Appendix F. Written feedback submitted after the meeting

Submission #1 from a representative of Oriole Park Association, January 22, 2018

Thank you for the material from last week's Planning Meeting. I know that a lot of work has been done relative to the Midtown Focus and there is significant planning underway for the issues that will arise as a result of the development. I attended the overview session in the fall prior to the presentation to the city councillors and also the meeting last Tuesday. One issue that I feel also needs to be included in the planning is **Emergency Services** (specifically Police and Fire). A significant increase in population will create a need to have additional police resources. In brief discussions with police officers in the neighbourhood, they have mentioned that when you change a district from primarily residential houses to an influx of high density, high rise buildings it also creates major impacts to the police and fire interaction. Essentially high rise buildings with elevators, underground parking, and multiple entrances present additional challenges to emergency services and this will be compounded with increased population.

Representation from 53 Police Division was at our Homeowner Association's Annual General Meeting in November and concern was expressed that there has been little consultation with them regarding what they will need to deal with major changes planned for the neighbourhood.

As such, I would suggest that you should schedule meetings with the Emergency Services to learn their needs and include those requirements as a part of the Midtown Plan.

Submission #2, January 27, 2018

I am a resident of midtown and I am expressing my support for an idea called the Midtown Loop. It would place protected bike lanes on Yonge, Mt. Pleasant, Davisville, and Erskin Ave.

Yonge, Mt. Pleasant and Davisville are wide enough to accommodate bike lanes. Davisville is already in the 10-year bike plan and there will be lanes on Eglinton after the Crosstown is completed. This loop would provide a safe way to get to shops and restaurants along these corridors. Since bike lanes were installed on Bloor I have shopped and dined much more often than I did when the street was too dangerous for cycling. I expect the same will happen if we get protected lanes on these streets.

Submission #3, January 28, 2018

1. Growth and Infrastructure

Need to be clear that no project can go ahead without supporting infrastructure. We have already seen Cowbell Lane closed for a year due to flooding when Minto Towers were built. Just south of us in the Deer Park ravine, there has been erosion in the banks on which several homes are built and overflow on the Yellow Creek due to insufficient sewage protection in the north from where the water flows.

With the number and size of projected projects underway and the abundance of underground rivers in this midtown area it is highly likely that more flooding could occur.

2. Parks and Public Realm

Much thought has been put into the proposed plan and we have seen several parkettes approved in this area. We need to focus on increasing their space as the opportunities arise and consider developing another major park in the midtown area.

The current practice of developers buying parkland in other areas as they say they don't have enough room to put the required park/public space on the midtown property they are developing needs to be stopped. All new development should have parkland on site as a prerequisite. No swapping!

Should consider fencing off an area in all large parks for toddlers as they have done at Withrow Park. It protects young children from more aggressive older ones and also dogs!

As an aside to that we need more enforcement of on leash areas. I walk through the parks and ravines regularly and never go out without seeing people with unleashed dogs running where they shouldn't. When I've spoken to the city I've been told there is only one bylaw enforcement officer. We have to realize how frightening running dogs can be to toddlers, their nannies and people from other countries who are not used to this.

3. Built form

We are overdeveloping the midtown area. The building heights and densities are far too high particularly as they border small single and semi-detached homes, totally overshadowing them. Disappointing to see recommendations of heights from 30 to 48 stories between Yonge and Mt. Pleasant on Eglinton plus the approved monstrous 70 storey building at SW corner of Y and E. It does impact on views and shadowing for the streets south with their smaller homes. I think quality of life of existing residents needs to be considered not just how many buildings at unrealistic heights can be crammed in.

When individual plans are approved there needs to be appropriate setbacks from the front. This should be expanded to cover all sides of a high-rise and include its base. The existing situation at the Brownlow site where the small-town homes built by the same developer have only been given a 5 metre space between them and the tower is totally unreasonable. Not good planning.

4. Community Services and Facilities

The same principle should be applied as for infrastructure. No building permit if there are not adequate services and facilities especially schools and community centres. Basically, we do not have enough elementary schools in our area right now. How can the city possibly approve ANY NEW proposals until this is resolved!

5. Transportation

Crowded streets are already a problem in this area. Any new traffic planning should ensure that east west residential side streets are not used to take pressure off North South corridors. There are many children in this neighbourhood and busy traffic is not for them. Also, 30K speed limits in these areas should be rigidly enforced.

Submission #4

I'm writing to ask you to help improve cycling infrastructure in Midtown Toronto by supporting the proposed Midtown Loop. The arterial roads in Midtown are currently not ideal for cycling, so many people in the area are reluctant to cycle because they don't feel safe. With more and more people moving into the area, it makes sense to give people options for transportation that are efficient, healthy, safe, and sustainable. Residents of Midtown, as well as visitors from nearby areas, will frequent local businesses if they are easier to access, and considering the average distances between residence and shopping destination, cycling is often the best choice of transportation for most people.

Since both Mt. Pleasant and Yonge are wide streets, there is lots of room to add bike lanes or cycle tracks in most areas and still retain street parking. The recent changes to Bloor Street are a testament to the viability of this option.

Having a Midtown Loop with bike lanes would also link to existing routes such as the Beltline Trail and Mt. Pleasant Cemetery, which would encourage people to take advantage of the growing cycling network for their commute to work, recreational cycling, shopping, or meeting friends. With the Eglinton Crosstown coming in the next few years, the whole area could be transformed into an exciting destination for people arriving on foot and by bicycle.

I do most of my shopping and errands by bicycle and am comfortable cycling on the road alongside cars. However, many people are not comfortable doing this and so they drive instead, even if it's just a short drive and parking is a pain. With the new plans for Midtown, it makes good sense to provide bike lanes so that more people will choose to cycle instead of drive. To cite the Bloor bike lanes again, the numbers and anecdotal evidence both show that more people will cycle if there are designated bike lanes.

Thank you.

Submission #5

Having lived in midtown for 3 years, the future of midtown is very important to me.

As the population of the neighborhood grows, a really important feature of the Midtown Plan needs to be safe cycling. There are so many destinations within the midtown area, that a local resident rarely needs to leave to run most of their weekly errands. However, there are many destinations which are beyond a reasonable walking distance (more than 15 minutes). Cycling needs to be a viable and safe alternative to enable more Midtowners to shop locally, and do so without using their cars.

In terms of traveling east/west within the Midtown in Focus study area, there are already several safe cycling options on quiet neighbourhood streets. Also Eglinton and Davisville have both been approved for future bike lanes through Eglinton Connects and the 10 year cycling network plan respectively.

However, there are few safe cycling options for traveling North/South within midtown. Since there are a significant number of destinations along Yonge and Mount Pleasant, these street are both great candidates for safe cycling infrastructure. They are also both continuous making it easy for Midtowners to cycle quickly and directly through the area. I also understand that both of these streets have very wide curb to curb distances which would mean that bike lanes could be added without removing parking or a lane of travel.

I strongly urge you to include safe cycling infrastructure on Yonge and Mt Pleasant in your Midtown plan.

Thanks

Submission #5

First of all, I believe that most of the attendees felt that the topics up for discussion were very relevant and important.

However, it was perhaps too ambitious to cover so much material at one meeting, especially since it was only the first time that most of the topics were introduced to the group. As a result I felt that the

presentations didn't leave enough time for Q and A and the workshops were too short and didn't leave enough time for well formulated comments and recommendations.

Although there is an opportunity to participate in several similar workshops at the Feb 10th Open House, I would recommend that at least one more Midtown Planning Group meeting be held for these topics after the Feb 10th Open House.

I don't have any comments to provide on the Community Services and Municipal Servicing presentations other than not getting enough info or discussion time to provide feedback.

I did spend time on providing comments re. the transportation assessment as per the attached file and in a summary below:

I felt that the scope of the transportation assessment was too narrow by only focusing on the local transportation network. The elephant in the room is the subway transit capacity and you can't assess local transportation without factoring in subway transit availability (the more constraint transit is, the more pass-thru and Study area car trips). I did suggest a short subway relieve line to run from Eglinton via Davisville (make use of a widened trench) and then slightly westward south to cross the Bloor line at Bay and hook up with the University line at "Museum" or "Queens Park". Alternatively, an express bus route down Yonge Street with it's own dedicated lane (during rush hour).

The assessment also did not consider the impact of changing transportation models such as e-commerce deliveries, ride hailing, connected and autonomous vehicles.

Unfortunately, the MIF plan does NOT envision a major expansion of local office space, which could have alleviated some of the transportation pressures.

I felt that the "Place-Making Moves" were a good way to accommodate growing pedestrian traffic in the high growth apartment neighbourhoods to get to transit (but then .. no capacity?).

Regarding cycling, I can see benefit in providing dedicated bike lanes to travel from home to work (down Yonge?) and laying out bike routes in the Study area to navigate our neighbourhood (to cut down on local car usage), but I don't see a lot of use for residents riding their bike to the subway to get to work. All the high density neighbourhoods will be within a 15 minute walk from a subway or LRT station. By the way, I don't think Dutch cycling culture easily transfers to a Toronto environment and even if cycling (to work) were to grow significantly, I suspect that the growth in transportation needs will far exceed the cycling volume to be created (electric assisted bikes might provide a boost for cycling).

In terms of Midtown (intersection) congestion, there will be a number of rush hour bottlenecks at major north-south and east-west crossings and at some busy points inside the apartment neighbourhoods (mostly in the Roehampton and Soudan apartment neighbourhoods, such as Cowbell Lane), that will need resolving.

Submission #6

MIDTOWN LOOP

Goals of the study include:

- the "prioritizing active transportation and transit"; and
- "identification of local pedestrian and cycling network connections"

The 10 Year Bike Plan envisions bike lanes on Eglinton Ave. and Davisville Ave. These are essential to make east-west travel safer for cyclists. However, as the attached map makes clear, a stronger need is to connect the dense nodes at Yonge/ Eglinton and Yonge/ Davisville – which entails creating safe cycling infrastructure for **north/ south** travel. It is essential that the Yonge Street Corridor Study result in bike lanes on Yonge Street in the study area. Likewise, bike lanes should be built on Mt. Pleasant from St. Clair all the way (at least) to Eglinton Ave.

The resulting rectangle would form a “Midtown Loop” that connects dense population centres to main street shopping on Yonge Mt. Pleasant and Eglinton.

High order bike lane design is appropriate, using Dutch best practices (which are the gold standard, worldwide).

PARKS

Parkland provisioning is low in most of the Midtown study area. The creation of small neighbourhood parks fulfills certain functions, such as providing playgrounds for children or space to walk dogs. Unfortunately, the Midtown does not have any truly large, destination parks that can provide an immersive experience for families who may want to spend a significant amount of time in green space. To access these, it is necessary for Midtown residents to travel further afield.

I would therefore recommend that Objective #4 “Connect” be expanded to include connections to destinations such as Sunnybrook Park and Cedarvale Ravine. Eglinton Connects will provide good LRT and cycling connections. I believe that it is appropriate to direct some Section 42 reserve funds contributed by condo developments in Midtown to facilitating these connections – in particular, enhancing links between the Crosstown LRT transit stops and bike lanes and destination parks.

LIBRARIES

Just as it is recognized that increased parkland provisioning is essential to keep up with the burgeoning growth of the midtown, so we should be adding to the number of libraries. If we do not, then the Midtown will eventually have far fewer libraries per capita than neighbourhoods that are undergoing a decrease in population. I contend that the TPL’s stable branch number policy is mistaken, and is not appropriate for a metropolis that is growing as rapidly as Toronto. The best location for a new library would be Yonge and Davisville.

Also, the Mt. Pleasant branch is too small and should be moved to a larger site in the same locale – perhaps in the podium of a condo building.



Submission #7

Are safety and flood plans included in the Midtown Plan?

Is the security of ground water included?

Are historic buildings/homes protected?

I think we are fairly high, but there are springs and rivers in the area. There are homes that were used in Pears Brick Co. Also, the area was part of the native farming village.

I hope you are doing well. Thanks for all your work.

Midtown in Focus Landowners and Developers Meeting

Midtown in Focus: Building a Liveable Yonge-Eglinton

February 1, 2018

1:00pm – 2:30pm

Committee Room 2, City Hall

Overview

This report summarizes the feedback provided by land owners and developers at the February 1, 2018 meeting hosted by the City of Toronto's City Planning Division about the Midtown in Focus study and proposed amendments to the Yonge-Eglinton Secondary Plan. During the meeting, City staff provided an overview of the Proposed Yonge-Eglinton Secondary Plan presented to City Council in December 2017. City staff then held a question-and-answer session. Participants were encouraged to highlight proposed policies that they supported or found concerning and expand on any recommended revisions. Over 40 people participated, including property owners, members of the development industry and their legal or consultant representatives.

This summary was prepared by Ian Malczewski and Khly Lamparero of Swerhun Facilitation, third party facilitators. It is not a transcript of the meeting. It identifies key topics/themes raised at the meeting with responses from City Planning indicated *in italics*.

Feedback on Development Potential and Flexibility

- 1. Some participants expressed concern that the plan is overly prescriptive (especially in prescribing specific height limits on a block-by-block basis), saying the policies:**
 - **Could encourage too much built form uniformity and a lack of architectural creativity;**
 - **Are based on “a snapshot in time” and would be unable to evolve with time; and**
 - **Create a race between landowners to develop their land since tower separation policies would prevent neighbouring landowners from both redeveloping their properties.**

Some participants asked why the City is prescribing specific heights and whether it has taken a similar approach elsewhere. Some participants indicated the problems associated with growth in Midtown are not the result of land owners increasing the height of their developments, but rather a lack of planning for growth. *The plan anticipates substantial additional growth. The City determined that a clear and detailed plan was the best way to manage growth in Midtown for several reasons. The City has other Secondary Plans that specify permitted heights and densities of buildings (e.g. North York Centre Secondary Plan).*

- 2. Some participants felt the plan should provide more flexibility around height and density. Suggestions on how the polices could provide this flexibility included:**
 - **Identifying a process or mechanism by which landowners and the City could enter into discussions to collaborate about a site;**
 - **Identifying a range of possible heights and densities (rather than a single prescribed height/density) to allow for discussion and/or room for amendment; and**
 - **Recognize that there needs to be the opportunity to have a “situational” discussion that respects each site’s unique context and what a landowner is bringing forward.**

City staff noted that the City's existing guidelines were intended to shape built form. These guidelines are not being followed. City staff asked for specific suggestions or areas where flexibility is needed.

- 3. Concern about the "freezing of sites" given policies about development potential, particularly in the Davisville area. Concern that the policies contradicts existing zoning, limits opportunities to**

reinvest in aging buildings (e.g. Davisville area) or is overly restrictive of redevelopment and infill. *City staff's intent is to ensure new development is appropriately-scaled and fits with the character of the neighbourhood. Staff will review the development potential maps as part of developing the final plan.*

4. **Concern that the Secondary Plan will limit land owners' ability to deliver mid-rise development. The cumulative impact of these policies (including the Section 37 policies, height limits, heritage protection) along with the difficult economics of delivering mid-rise (including sourcing building materials) will contribute to mid-rise being an inefficient way of building.** *The staff report noted the need to continue to review the Section 37 approach and parkland dedication. City staff asked about the potential for wood frame construction. Participants noted the Ontario Building Code does not currently allow for.*

Feedback on Land Use

1. **The plan should give some preference to commercial development if the intent is to achieve 42,000 jobs in the area. Canada Square and / or the former bus lands could have more of a focus on employment.** *Growth in employment in Midtown is a central principle of the proposed plan and key to both ensuring a complete live-work community in Midtown and addressing transportation issues.*

Feedback on Parks and Public Realm

1. **Support for focusing on parks and public realm. Some residents care most about parks and public realm, so that should be a focus of this plan.**
2. **Is the proposed alternative rate for parkland dedication different from the city-wide rate?** *The proposed policy in the Plan was noted as a placeholder policy. There will be a Parks and Public Realm Plan developed for the Midtown and potential for a specific parkland dedication policy for the area.*
3. **Concern that the new parkland dedication rate is too high. The City should consider lowering it.**
4. **Are there opportunities for things other than parks to happen on City-owned opportunity sites (such as the southwest corner of Yonge and Eglinton)? Is there some flexibility?** *The intent of the policy is to prioritize parkland. Other community-building projects would also be prioritized on City-owned opportunity sites.*
5. **Concern that because the City hasn't kept up with park expansion in Midtown, it's curtailing development.** *The final parkland dedication rate will be calibrated to support parks need for Yonge-Eglinton and the needs resulting from continued growth. Growth in the area has surpassed expectations.*
6. **Support sunlight protection in principle. Did the City calculate the distances of shadows in developing its "no new net shadow" policies?** *Yes, the City did shadow studies.*
7. **Support for policies and directions encouraging more parkland (including off-site dedication), more safety and affordability.**

Feedback focused on Affordability, Diversity and Purpose-Built Rental

1. **The plan could strengthen support for purpose-built rental housing by providing incentives. Purpose-built rental housing is very important for the long-term diversity of the area. Due to high land costs, it's already a stretch for developers to build purpose-built rental, so there should be**

encouragement for that kind of housing tenure. City staff support affordable rental housing. We have not in the past provided incentives for market rental housing. City staff will review.

2. **Why do these policies exceed the number of bedrooms and bedroom size requirements of the City's Growing Up policy?** *Recent development in Yonge-Eglinton has not included a mix of units in terms of number and size of bedrooms. Requiring these kinds of units is one of several policies this plan proposes to encourage a diversity of housing options.*

Feedback on Implementation

1. **Some participants noted support for bringing transparency to Section 37 contributions and identifying the need to prioritize community services and facilities through Section 37 contributions.**
2. **What is the rationale for the Section 37 policies applying to developments under 10,000 square feet? And what is the rationale for requiring a monetary contribution that is 25% of the market value of the gross floor area above identified density?** *The Official Plan allows City Planning to set a base value for Section 37 as part of Secondary plans. There are similar approaches elsewhere in the city.*
3. **How did the City come up with the "identified density" (referenced in proposed Section 37 policy)?** *The FSI threshold in the proposed Plan is based on development trends, lot fabric and other factors. The approach addresses both smaller sites with a larger FSI, and larger sites with a smaller FSI. The City did not base the approach to FSI on what had been approved and/or secured before the development of the Secondary Plan.*
4. **How are these policies going to be implemented? For example, what will the process be to remove a Holding Provision it?** *The process will vary for each application and site. Where a holding provision is enacted, the hold will be removed when the conditions have been satisfied, for example when adequate infrastructure is in place to support the development.*
5. **What is the process for future study at the intersection of Yonge and Eglinton and on 1900 Yonge, both of which are City-owned properties?** *The exact process will be determined, but its anticipated to include a City-led consultative process given the City's ownership interests in each site.*
6. **Some participants supported the longer term vision. Suggestions to consider phasing these policies in rather than having them all land at once. Adding all these new policies (and the associated financial burdens on land owners) could contribute to challenges with housing affordability. One participant noted that phasing could assist with ensuring that "too many good things don't turn into bad things". California was provided as an example.**

General Questions and Feedback

1. **Are the growth numbers consistent with the city-wide Hemson report? Will the City share the analysis that produced the growth numbers?** *The approach differs from the city-wide methodology. The growth estimates are based on the development potential provided for by the Plan. City staff will discuss and review what information could be provided.*
2. **What is the rationale for the Yonge-Eglinton Centre boundaries? Why do they not extend in the southwest beyond Berwick?** *The boundary for Yonge-Eglinton Centre was aligned with the Character Areas.*

3. **Did the City use a pro forma as an input into these policies?** *There has been some financial analysis completed. However, the City's focus is developing policies that represent good planning.*
4. **Will the height map be updated to reflect recent approvals?** *The City is still consulting with the public and has not made final decisions on what we will update on the map.*
5. **Acknowledgement that the City has done a lot of hard work on the plan.**

Next Steps

The City thanked participants and committed to continuing the discussion with land owners as the Secondary Plan moves ahead. The City summarized next steps, including further public consultation in February and a final report planned for the second quarter of 2018.

List of Participants who signed in at the meeting

Benvenuto Group. Mitchell Abrahams
Bousfields. Peter Smith
Bousfields. Mike Dror
Capreit. Ernest Ng
Collecdev. Stuart Cooper
Condor Properties. Davide Pellegrini
Counterpoint Engineering Inc. Andrea Dasek
Counterpoint Engineering Inc. Emily McNamee
CreateTO. Mehakdeep Dhillon
CreateTO. Mia Baumeister
CreateTO. Carlo Bonanni
Freed Developments. Barry Gula
Freed Developments. Mara Nicolaou
Girl Guides of Canada. Kari Kim-Gallately
Glen Corporation. Jodan Rose
Goldberg Group. Manusz Jastrzebski
Great Gulf. Kevin McKeown
Greenrock Property Management. Leo Gesualdo
Madison Group. Kathy Black
Madison Group. Josh Zagdansk
Madison Group. Miguel Suger
McCarthy Tétrault. Cynthia MacDougall
Miller Thomson. David Tang
Minto Group. Kelly Livingston
MOP. Rohan Sovig
Plazacorp. Trevor Robinson
Quadreal Property Group. Toby Wu
Rockport. Mike Tucci
Stanford Homes. Suraj Verma
Stanford Homes. Daniel Berens
Timbercreek Communities. Greg Rogers
Trolleybus Development. Theresa Lo
Trolleybus Development. Kuok-Kei Hong
Paul Bleiwas
Jeff Taylor
Arif Dharamshi
Robert Stanley

February 2018 Midtown in Focus Open House Summary

Midtown in Focus: Building a Liveable Yonge-Eglinton

February 10, 2018

9:30am – 3:00pm

North Toronto Collegiate Institute, 17 Broadway Avenue

Overview

On Saturday Feb 10, 2018, the City of Toronto hosted an all-day public Open House for the Midtown in Focus planning study. The study, concluding in 2018, will result in updates to the Yonge-Eglinton Secondary Plan and the completion of infrastructure assessments focused on parks and public realm, water infrastructure, transportation and community services and facilities. The purpose of the Open House was to present and seek feedback on the Proposed Yonge-Eglinton Secondary Plan Update presented to City Council in December 2017 and the work-to-date on the infrastructure assessments. Approximately 200 people participated in the Open House.

The Open House consisted of over 50 display boards with detailed information, maps and visuals outlining the work completed to date as part of the Midtown in Focus planning study. City staff and their consultants were on hand to provide information on the Proposed Plan and infrastructure assessments and listen to feedback. In addition to the Open House, City staff provided presentations summarizing the objectives, structure and highlights of the Proposed Plan and answered questions about the Proposed Plan. City staff also led three workshops related to transportation, community services and facilities and the proposed parks and public realm plan, allowing stakeholders to engage directly with key concepts and issues related to the provision of infrastructure in the neighbourhood.

Participants provided feedback during the Open House on comment forms, on maps and in the workshop sessions and after the meeting by email. This summary reflects the feedback received during and after the meeting. City staff committed to using the feedback to refine the Secondary Plan policies and the infrastructure assessments before the final Plan is presented to Council. Staff are targeting the June City Council session.

Matthew Wheatley, Ian Malczewski and Yulia Pak prepared this Open House Summary, which was reviewed and finalized by City staff.

Public Consultation Summary and Key Themes

The following key themes were drawn from the feedback participants provided during the Open House, presentations and workshops and after the meeting by email. They are meant to read in concert with the more detailed public consultation summary below.

- **Schools in Midtown are currently at or near capacity; the area needs more schools/school space now. The demand for additional schools/school space will become even more pressing as the population grows.**
- **Infrastructure and community services and facilities need to keep pace with growth. Development should not be allowed to occur unless adequate infrastructure can be shown to be in place.**
- **Improve pedestrian safety and comfort through the provision of expanded sidewalks and by increasing pedestrian crossing times. This is especially critical for seniors and people with mobility devices.**

- **Desire for increased mobility options and transportation choice for Midtown residents, including expansion of bike lanes and the cycling network, in order to enhance cyclist safety, reduce conflict and to make Downtown and other destinations more easily accessible by bike.**
- **Midtown needs more parks and open spaces, especially in areas where there is a high concentration of people living currently and where future growth is expected.**

Feedback on the Proposed Secondary Plan policies

The Proposed Secondary Plan presentation sessions occurred twice, once in the morning and once in the afternoon. At the start of each session, Paul Farish, from City Planning, presented an overview of the objectives, structure and highlights of the Proposed Plan. Following the presentation, participants asked questions and provided feedback related to the overall Plan, physical and community infrastructure capacity, Ontario Municipal Board (OMB) reform, Section 37 priorities, intensification and other themes. The questions and feedback from both sessions have been organized under these categories and identified with **bold text**; responses provided by Paul are noted in *italics*.

Infrastructure and community services & facilities capacity

I am concerned there won't be enough room in local schools to accommodate the increasing population and that the local school boards may sell parts of their school yards to obtain needed funds. *The City has been working closely with both the Toronto District School Board (TDSB) and Toronto Catholic District School Board through Midtown in Focus to identify capacity needs and opportunities for expanding school space. The School Boards will need to be creative in the way they deliver new school space given the lack of available land and the limits on capital funding. Although the Toronto District School Board is not currently able to collect development charges, they have been successful recently in obtaining funds from the Province for large capital projects that will add more classrooms in Midtown (Davisville, Hodgson). The City has a clear policy regarding the maintenance of school yards in Midtown. They must remain green, recreational open spaces. Any plans to significantly alter a schoolyard, including the severance and sale of school yards, must maintain that open space amenity and can only go ahead through consultation with the community and with support from the City.*

A core principle of this plan is that infrastructure and community services should keep pace with growth; does the City believe current infrastructure is meeting the needs of the 66,000 people currently living in the area? *The City has examined and is continuing to monitor the capacity of different types of infrastructure in the area to see where needs are being met and where there are gaps. For example, we are finding that demand for water and sewer capacity is currently being met. Elementary schools are either at or over capacity, whereas as secondary schools are not. The school boards are investing in new facilities and working with the City on the next phase of projects to address future demand.*

Is the City able to hold development in order to bring infrastructure up to speed? *The City does have the ability to enact holding by-laws if it's determined there is not adequate infrastructure in place or being put in place. In that scenario, development may be approved but will not proceed with construction until specific conditions are met, such as the completion of specified infrastructure improvements.*

Where does transit fit with the City's ability to place holds on development? *It is difficult to enact local holds on development tied to transit capacity because transit operates at the regional network level. The increasing demand on transit is not only a local issue; it's the result of growth across the city and region. This is the same with road capacity; 55% of cars driving on roads in Yonge-Eglinton are coming from*

elsewhere and going elsewhere; they're passing through. The City is working on all fronts to address these needs locally and at the network scale.

Where is the information on water and sewer capacity? *There are specific boards and City staff in the Open House to share information and answer questions on water.*

OMB reform

Can the City comment on the current situation with the Ontario Municipal Board and how anticipated changes to the OMB could impact existing proposed or approved projects? *The OMB is a body of the Province that holds hearings on planning decisions made by City Council that have been appealed. Currently, decisions made by City Council can be revisited or overturned entirely through this appeals process. The Province is in the process of replacing the current structure of the OMB with a Local Planning Appeal Tribunal; this Legislation has been adopted but still needs to be proclaimed. Any applications that came before the end of 2017 will be subject to the current OMB system, not the new tribunal process.*

Is there a risk that the reforms to the OMB could be reversed following the upcoming provincial election? *It is unlikely that they would be reversed; they have been adopted as legislation and are just awaiting royal proclamation.*

Section 37 funds

Can the City hold Section 37 funds for the streetscape improvements related to Eglinton Crosstown, which is still only partially funded, rather than spending them on beautification projects in areas not necessarily directly impacted by growth? *City staff are using this plan to narrow the priorities where Section 37 funds are best directed, including community infrastructure and public realm improvements (like the Eglinton streetscape). The plan will also include a new approach to calculating Section 37 contributions to ensure greater transparency and consistency between developments.*

Are there ways to ensure Section 37 funds are spent locally in Midtown? *Section 37 benefits are intended to stay local and address areas impacted by the new development. The work on Midtown in Focus will identify specific priorities where the need is greatest.*

What we really need is a petition to the provincial government to change the laws for this area to prevent all this unfettered development from happening. *It is important that provincial representatives are aware of the issues in Midtown and are positively influencing the process given their jurisdiction. That said, I think it is better when the details of a plan are made locally by community members, Councillors and staff who know the community best.*

Intensification

Given the existing population and the expected population growth, is this plan already obsolete? *No, this plan is not obsolete. The Yonge-Eglinton area will continue to grow and evolve, and this plan will help us influence and shape how and where growth happens. In the immediate term, this plan identifies what the public investment priorities are – the priorities for parks, child care, rec centres, sewers, etc. – all investments that need to happen in the short term to keep pace with growth. Having a plan like this also helps us to anticipate future needs well in advance.*

It appears that all the areas of intensification are concentrated in a few small areas. Meanwhile, a small percentage of the population that can afford to buy houses in the neighbourhood areas are protected from any intensification. Allowing some incremental growth in the neighbourhood areas could help make Midtown more affordable for more people. *The plan directs the majority of growth to*

areas best served by transit and closest to jobs and amenities. This is in keeping with Provincial and city-wide policy. The plan does support incremental intensification and varied housing forms in mid-rise and low-rise buildings in many locations.

Yonge Street in Midtown used to have a village atmosphere. However, by allowing high-rises in areas zoned for mid-rise, the village atmosphere has been reduced; it now feels more like Yonge and Sheppard. *The plan provides very specific direction for areas such as Yonge Street, including where tall buildings are and are not appropriate. This vision builds from the existing character of the street with an emphasis on maintaining the key attributes, such as narrow storefronts, a human scale, sunny sidewalks, etc.*

I support planning principles that advocate for maintaining the stability of neighbourhoods. There are issues with the Committee of Adjustment not supporting these principles in the same way that City Planning staff do.

Process and other questions related to the Proposed Secondary Plan

Will Council vote on the Proposed Secondary Plan as a whole or in pieces and how can we encourage Council to support it? *The final recommended Secondary Plan Update will be voted on as one package. You can encourage Council to support this plan by telling your local councillor and other councillors about the need for an updated plan in Midtown and your support for the proposed plan and the process through which it was developed.*

Can you explain what is happening on the southeast corner and southwest block of Yonge & Eglinton? *On the southeast corner, where the CIBC building is currently, City Council approved a 65-storey tower in late 2017.*

The southwest corner is a large block, which is partly owned by TTC, the City and Oxford Properties. Oxford Properties is looking to revisit what happens on their portion of the lands; their vision for what they would like to do is not yet entirely clear. Council has been specific on what the City would like to see, including a significant square/plaza, community facilities, protection of existing office use, parkland and an entrance on Eglinton to the new transit station. Any changes will take some time as Metrolinx still needs the bus barn lands for a number of years for the Eglinton Crosstown construction.

I am a Briar Hill resident; the expanded Secondary Plan boundary puts my property within the Secondary Plan. Will there be any implications for my property because of this change? *The expanded Secondary Plan area shifts the boundary slightly north and will have very minimal implications. The area you're referring to is and will continue to be designated as a low-rise Neighbourhood. The benefit of the expanded boundary is that it includes both sides of the street and allows us to plan and invest in items like parks or the cycling network at a broad scale.*

What is being done about vacant condo units? Some vacant condos aren't owned and therefore no one is paying tax; others are owned but not occupied and therefore not maintained. *Dealing with vacancy rates requires a citywide solution; we know the City is looking at the possibility of a vacancy tax.*

Feedback shared after the meeting

After the meeting, additional participants sent in emails identifying concerns with restrictive zoning that would prevent growth from occurring in identified stable neighbourhoods. These emails included support for incremental growth in stable neighbourhoods to support greater affordability for more people, including families and young people that want to live and work in Midtown. There were suggestions to allow incremental growth or "gentle density" through a greater diversity of housing types and sizes, including 3 to 5 storey duplexes, triplexes, fourplexes, townhouses and walk up apartments.

Feedback on community services & facilities

Staff facilitated two consecutive community services and facilities sessions. At the start of each session, Kirsten Stein from City Planning provided an overview of the Community Services and Facilities Assessment. Staff from Parks Forestry & Recreation, Toronto Public Library, Toronto Children's Services, and Toronto Public Health were also available to listen to feedback and answer questions. Jennifer Arp, the Toronto District School Board Trustee for Ward 8, also participated. Following the presentation, participants asked questions and provided feedback related to schools, childcare, human services, libraries, services for seniors, the general study process and other feedback. The questions and feedback from both sessions have been organized under these categories and identified in **bold text**. Responses provided by City staff are noted in *italics*.

Schools

Given that Midtown has a high number of children under 6 years of age, how are you planning to accommodate them in schools that are all at or over capacity?

[Answer provided by TDSB] Since all the capital for TDSB comes from the Province, TDSB has a very limited autonomy to do long-term planning. For shorter-term planning, TDSB receives every development proposal and analyzes it. The enrolment projections incorporate growth projections, which allow TDSB to identify a set of needs and expansion opportunities. These needs and opportunities are communicated to the Province, where all TDSB capital comes from. TDSB is fully aware of the capacity issues in this community and recently was able to get capital funding for the Davisville Jr. PS rebuild and an addition to Hodgson Middle School. TDSB is reviewing different school models that might work in the context of an infill environment, such as this school (North Toronto Collegiate Institute) that occupies the podium of a condominium.

[Note added by Ward 8 TDSB Trustee Jennifer Arp] To strengthen TDSB's ability to respond to growth, TDSB needs access to Education Development Charges (EDCs). The Province gave TCDSB access to EDCs but not to TDSB because TDSB has surplus lands. However, in neighbourhoods like this, where we need growth to pay for growth, allowing TDSB to access Education Development Charges becomes extremely important. Additionally, there needs to be a better, more seamless transition from child care to schools.

The City should consider partnering with private schools to ensure there are more public school spaces. One participant said they offered to build a private school at the United Church of Truth that could accommodate 340 students taking these students out of the public system and not relying on tax dollars. For 7 years the City has rejected a proposal to build a private school along Eglinton Avenue West due to built form issues.

What might a partial expansion of Eglinton Jr. School look like? It seems to me there is nowhere to go but up. *We are working with TDSB to understand what the expansion might look like. TDSB is considering different models, including micro schools, satellite school spaces or redevelopment.*

With more and more development and the LRT, the City needs to be more proactive in working with TDSB to be able to accommodate all the kids in vertical communities. As more and more young people are moving to this neighbourhood, something needs to happen here right now, not in the future. *The TDSB has successfully advocated for additional funding for schools in Midtown, despite the constraints on its funding and flexibility. The Board's regular accommodation reviews have enabled program changes and boundary changes that direct the growing numbers of students to the right locations. These expansion projects and other changes provide adequate capacity in the near term. We are working together to find the solution for the medium term.*

It is important to ensure that all new school models provide ample space to accommodate all students. For example, it has been determined that there is no opportunity for Eglinton Jr PS school to build a 3rd floor. Students currently use a supply closet and a staff room as classrooms. Room 203 is now being divided into two to accommodate more students. There is no green space for children to use.

Child care

The City should explore opportunities to build child care centres on the roof of the Metrolinx stations as part of the Eglinton Crosstown. *Given the prescriptive nature of the construction contract between Metrolinx and the City for the Crosstown, the City may be limited in its ability to make changes.*

Provide more subsidized child care spaces, given that there are lots of families living in the subsidized apartment buildings. *[Answer provided by Children's Services] The new child care centre at 45 Dunfield Avenue as well as the 88-space child care at Davisville Jr. PS will be purchase of service centres for the City, so they will have subsidized spaces. We are also hoping to get more child care centres along Broadway Avenue. In addition, we are waiting to see if the extended maternity leave will affect childcare demand which could result in changes to the types of spaces available.*

Human services

The City should help facilitate a creative thinking process, where funds for human services and other community services and facilities come from responsible investors beyond taxpayers. There are situations where human services compete with city-run community service for space. For example, the Northern District Library is a failed social hub experiment. Human service providers compete for space with the library, as libraries understandably need more space. *Work is being undertaken by the City's Social Development, Finance and Administrative Division to recognize the important role of local Not for Profits, improve information sharing and planning within the sector and advance different solutions to the space issues for agencies. [Jennifer Arp added] NGOs may consider exploring local churches to rent space from. Local churches often look for tenants to help them stay operational.*

Libraries

Consider expanding Mount Pleasant Library into the Regent Theatre.

Services for seniors

Ensure that seniors' needs are taken into consideration in regard to available community services and facilities, public realm, and built form. It is important that seniors do not feel isolated and have easily accessible and affordable programs. Additionally, it's important to ensure that seniors are able to walk on streets and see sunshine, as it is getting more and more crowded and tall buildings always cast shadows.

Consider having more inter-generational centres with activities for seniors and child care combined together.

33 Davisville had a community space but it got closed. Why was it closed? My area does not have any free community spaces or programs for seniors within a short-walking distance that are free. *33 Davisville is not a city-run property, so we are not able to tell you why the community space was closed. There are programs for seniors for a small membership fee at the Central Eglinton Community Centre. You can also check with local faith-based organizations as they sometimes provide free programming and/or community spaces.*

Process and other feedback

What are the public lands in this area that the City is involved in redeveloping? *The City has a stake in the redevelopment of 140 Merton Street and a portion of Canada Square.*

Thank you for all the information. Will all the presented materials today be available online? *Yes, the presentation, the maps, and the boards will be available online next week.*

The OMB is a big problem – it is not an elected body and, as such, not responsible to the communities. *With the new legislation, the OMB will be replaced by a Local Planning Appeal Tribunal that will review whether or not the decisions made by Council are consistent with City and Provincial policy.*

Is there a way to prohibit building for developers unless they provide the needed community benefit? *Legally, we cannot do that. Community benefits are not policy requirements but may be provided in instances where additional height and density is sought. However, we are undertaking this process to ensure the CS&F strategy helps us in negotiating with developers, as the strategy clearly sets out priorities and gaps. The City can enact a holding by-law – a planning tool that can delay development until certain infrastructure is provided. Holding by-laws are typically used for hard infrastructure when there is clear data that there is not enough capacity, such as pipes for water or sewage. However, the holding by-law is much more difficult to use with soft infrastructure, where need and demand is more difficult to measure quantitatively.*

When did you start the process of asking developers to contribute community benefits? *The process has existed for decades. The current policy and practice was adopted with the Toronto Official Plan in 2001.*

Feedback on transportation

During two consecutive sessions, the City's Transportation Planning staff presented and asked for feedback on: Focus Areas (including problem areas) for transportation improvements in Midtown, proposed cycling and pedestrian networks, and measures to improve transportation in Midtown.

Feedback about focus areas

General feedback about focus area

Participants shared general feedback about transportation in Midtown. Major issues included pedestrian safety, particularly for seniors or individuals who utilize mobility devices. Narrow sidewalks and short crossing times for pedestrians were identified as major safety challenges. Accessibility was also identified as an issue with stakeholders citing strong concern that the City treats people in mobility devices as "second class citizens" by ignoring their transportation needs. For example, crowding at Eglinton station, is an obstacle for people in mobility devices to take the subway.

The need for an expanded cycling network in Midtown, both to get around within Midtown and to connect to downtown, was a key theme. Concern was expressed about conflicts between cyclists and pedestrians — especially when cyclists ride on sidewalks — and asserted that cycling infrastructure would only be a seasonal solution.

Feedback about problem areas

Reviewing a map of Midtown, participants highlighted areas they considered problem areas for transportation:

Access to the TTC subway station, especially for seniors or people in wheelchairs or using walkers.

Redpath Avenue has many aggressive drivers who drive quickly through 4-way stops. The City should re-think these 4-way stop intersections and consider adding traffic lights.

Duplex Avenue has a lot of fast-moving traffic — it needs wider sidewalks. Duplex south of Eglinton (behind the office tower) has poor access for emergencies.

Avenue Road could benefit from wider sidewalks or bike lanes.

Oriole Park should have new, wide sidewalks added.

Broadway Avenue. There are often traffic jams on this street resulting from parents picking up children from school. There was a suggestion to remove parking from Broadway to address this congestion. A number of stakeholders suggested that, between Mount Pleasant and Bayview, Broadway should have sidewalks and bike lanes on both sides since it could be a good alternative route for short trips.

Yonge Street on the west side of Mount Pleasant Cemetery — the sidewalk is very large here and could be repurposed for other transportation uses.

Cowbell Lane, because it isn't a pleasant environment for pedestrians.

St. Clements and Avenue Road. Many people use St. Clements to access Avenue Road since there is a light there, which leads to traffic congestion on St. Clements.

Orchard View / Roehampton & Yonge. Safety concerns due to drivers running the red lights. This intersection was identified as an optimal location for a pedestrian “scramble.”

Yonge & Eglinton. Several suggested this intersection should have a pedestrian scramble.

Feedback about the cycling and pedestrian networks

Stakeholders shared feedback about a proposed cycling network and a proposed pedestrian network.

[Feedback about the proposed cycling network](#)

The need for improved cycling infrastructure in Midtown, including lanes that are cleared of snow and slush in the winter, was a key theme. A number of participants were concerned about cycling, saying some cyclists move too fast or don't adhere to traffic laws.

Examining the proposed cycling network, participants suggested the City consider:

- Continuing and extending the proposed bike on Mount Pleasant north (to Eglinton)
- Implementing a bike lane or cycle track on Soudan Avenue
- Transforming the quiet street lanes on Broadway to cycle tracks (Broadway is not a “quiet street” as suggested by the proposed network)
- Add a bike lane or cycle track on Yonge Street and Avenue Road (heading downtown)
- Add a bike lane or cycle track on Bayview
- Add a shared bike lane on Davisville east of Mount Pleasant and a bike lane / cycle track on Davisville west of Mount Pleasant

There was also a suggestion to think of the following streets as an integrated mini-cycling network: Soudan, Manor Road, Mount Pleasant, Cleveland, Millwood, and Davisville.

[Feedback about the proposed pedestrian network](#)

Feedback focused on the need for a more comfortable and safe walking environment in Midtown. Stakeholders suggested increasing crossing times and removing accessibility barriers (like large planters), that the City maintain a minimum sidewalk width of 2.1 metres, and that sidewalks do not

slope towards streets (which creates a safety risk for people in mobility devices). Participants said the City should:

Add more sidewalks. Participants said a number of streets were missing sidewalks, including the north side of Moore Avenue and several streets in the area between Chaplin, Eglinton and Oriole Park.

Improve laneways to facilitate a better pedestrian experience, including Cowbell Lane and the laneway parallel to Eglinton on the south side west of Avenue Road.

Open public washrooms, add functional water fountains and clear sidewalks to improve the pedestrian environment. There is a need for year-round accessible public washrooms and this need will increase in importance as the population ages. Some sidewalks have too much clutter (like newspaper boxes), and that space could be repurposed to improve pedestrian comfort, circulation and movement. Improving public social spaces and parks would enhance the pedestrian experience in Midtown.

Stakeholders also shared suggestions for mid-block connections, including:

- Between Erskine and Broadway (east of the one already identified in the proposed plan); Sherwood and Keewatin; Sherwood and Sheldrake; Castlefield and St. Clements; and Soudan and Hillsdale;
- Formalizing informal mid-block connections across parking lots between Eglinton, Roehampton, and Broadway; and
- Small laneway connections between people's homes.

Other connections participants wanted to see strengthened were:

- A connection between Soudan and Davisville via parks, laneways, and Tullis, Belsize and Acacia;
- A connection between the east end of Erskine and Sherwood Park; and
- Improved connectivity to Mount Pleasant Cemetery.

Finally, stakeholders suggested that the following streets could be enhanced to create a mini-pedestrian network in the Davisville area: Tullis, Cuthbert, Wilfrid, Servington, Redpath, Brownlow, Acacia, Davisville, Balliol, Pailton, Forman and Cleveland.

Feedback about measures to improve transportation in Midtown

The City shared a number of potential transportation improvement opportunities for Midtown including operational improvements, changing-on street parking restrictions, reducing speed limits and adding pedestrian scramble intersections. Staff asked participants to identify streets on which those improvements were either "must have" or "nice to have." Stakeholders shared feedback by placing dots on a matrix of improvements and streets.

Below, participants' responses have been ranked from most commonly identified "must have" improvements to least. Following each improvement, the streets on which participants suggested the improvement be considered have been listed from most commonly suggested to least.

- **Provision of dedicated cycling lanes on key streets by reducing lane widths and/or vehicular lanes** on Yonge, Davisville, Duplex, Eglinton, Avenue Road and Bayview.
- **Implement streetscape improvements** on Yonge, Mount Pleasant, Davisville, Eglinton, Bayview, Duplex, Redpath and Soudan.
- **Introduce pedestrian scramble intersections** on Yonge, Eglinton, Davisville, Mount Pleasant, Bayview and Duplex.
- **Make operational and pedestrian improvements at intersections** on Eglinton, Yonge Street, Redpath, Davisville, Duplex, Avenue Road, Mount Pleasant and Bayview.

- **Redesign and reconstruct streets as a complete street** on Redpath, Duplex, Eglinton, Mount Pleasant, Davisville, Yonge, Bayview and Avenue Road.
- **Reduce on-street parking and reclaim space for pedestrian amenity** on Yonge, Mount Pleasant, Eglinton, Redpath, Davisville, Bayview, Duplex and Soudan.
- **Restrict left turns along key pedestrian corridors** on Yonge, Eglinton, Mount Pleasant, Redpath, Davisville, Bayview and Duplex.
- **Reduce speed limits to 30km / hour** on Eglinton, Bayview, Redpath and Mount Pleasant.
- **Optimize on-street parking restrictions to improve on-street efficiency** on Yonge and Mount Pleasant.

Participants added Avenue Road and Soudan to the list of streets that should be considered for these transportation improvements since they were not on the original list that the City provided. A few participants identified improvements they did not want to see considered on some streets, including reducing speed limits (on Yonge and Eglinton); dedicated cycling facilities on Yonge Street; streetscape improvements (on Yonge and Eglinton); redesigning streets as complete streets (on Yonge and Eglinton), and reducing on-street parking on Yonge and Eglinton.

Feedback shared after the meeting

After the meeting, City staff received a number of emails supporting expansion of cycling in Midtown, especially on major streets like Yonge, Eglinton, Mount Pleasant and Davisville. Many of these emails included support for the Midtown Loop, stating the loop:

- Will remove the danger of biking on busy streets;
- Improve access to local businesses;
- Will be unlikely to affect vehicular circulation (since the loop streets are wide);
- Will be within 100m of seven schools and two libraries (providing a safety way for children to bike), and;
- Will provide residents with the opportunity to bike to their destinations instead of driving.

There was a suggestion not to use the word “loop” since it suggests more of a recreational trail than an important piece of transportation infrastructure.

Feedback on the proposed Parks and Public Realm Plan

During two consecutive sessions, City Planning and Parks, Forestry & Recreation staff provided an overview of the proposed Parks and Public Realm Plan. Following the presentation, participants used large maps to share feedback. In addition to general comments, participants placed sticky notes and coloured dots on the maps to share specific comments. Green dots indicated support for the Plan's proposed new or expanded parks, yellow dots indicated additional locations for new or expanded parks and red dots identified non-support for proposed new or expanded park areas. The feedback shared at both sessions is organized under general topics that emerged as well as location specific comments shared on the maps.

General comments

Need for additional parks and open spaces in and around high-rise development areas. Some participants said parkland development should be prioritized adjacent to / within dense vertical communities and apartment neighbourhoods. There were also suggestions to increase setbacks in these areas to provide more open space and space for wider sidewalks (note: these setback provisions were central to the policy update adopted by City Council in the first phase of Midtown in Focus in 2015).

Increase and improve amenities and uses within parks. Participants indicated the need for a greater supply of public washrooms in parks that are open more months of the year and hours in the day. Other amenities participants said they would like to see more of or improved, included: designated community vegetable gardens; bike racks and Bike Share stations; places to sit and eat; an outdoor pool; fountains; and native plants. There was also a request to prohibit amplified sound in parks.

Additional dog off-leash areas. Participants highlighted the need for more dedicated dog off-leash areas with several advocating for space within Eglinton Park. Participants also indicated there should be additional dog off-leash areas throughout the community that are accessible by walking. There was a suggestion to introduce designated dogoff-leash hours, i.e. during off-peak times of the day and during the winter months. There was another suggestion to add a dog run along the Beltline adjacent to Mt. Pleasant Cemetery.

Ensure Privately Owned Publically Accessible Spaces (POPS) remain public. Participants stated that POPS should not be allowed to become restaurant patios or other forms of private space.

Other general comments. Participants highlighted the need for expansion and protection of ravines, natural areas, and trails included in the plan. Additions to school yards and more large parks with unobstructed sky views were also deemed important.

Location specific comments provided on maps

Stakeholders used green dots to indicate support for the City's identified new or expanded parks. The suggested locations and a summary of related comments are included below.

- The proposed expansion to Eglinton Park, to enhance access to the park.
- Proposed parks adjacent to Hodgson Senior Public School and Maurice Cody Junior Public School.
- The north side of Hillside, east of Yonge.
- The north side of Manor, between Mt. Pleasant and Forman.
- The proposed expansion of Charlotte Maher Park.
- The proposed subway decking from Duplex to Berwick – make this a high-profile city building priority; consider closing some of the east west roads; and connect to the bus barn lands.
- The northeast corner of Castlefield and Duplex.
- The north side of Keewatin, west of Mt. Pleasant.
- The north side of Millwood, east of Yonge.
- North side of Merton, west of Pailton.
- The Church of the Transfiguration site.

Stakeholders utilized yellow dots to indicate additional locations for new or expanded parks. The suggested locations and a summary of related comments are included below.

- Bus barn lands – several suggested expanding the proposed park.
- Avenue and St. Clements.
- The northeast corner of Mt. Hope Catholic Cemetery.
- Snider Parkette – the parkette is missing from the map.
- The east side of Brownlow between Eglinton and Soudan – suggest acquiring townhouses to expand school yard.
- Redpath between Manor and Soudan – need sidewalks here.
- East of Davisville Junior Public School – suggest acquiring houses next to school to expand school yard.
- Soudan and Marmot – need to identify space for a park in this area.

- The south side of Eglinton between Chaplin and Elmsthorpe – there is potential for a linear park here.
- Delisle Youth Services site – the front yard of the school should be improved.
- The southeast corner of Mt. Pleasant and Merton.
- Pottery Playground – suggest adding an entrance into the Cemetery from Merton.
- Eglinton Junior Public School – create a park area by the school.

Participants used red dots to indicate non-support for the City’s identified new or expanded park area locations. A summary of related comments are included below.

- The west side of Yonge between Montgomery and Helendale.
- The north side of Soudan between Yonge and Mt. Pleasant – creates a “confetti” of small parks.
- The north side of Davisville, east of Hodgson Senior Public School.

Other location specific comments

Eglinton Park. Participants highlighted the need for a dog off-leash area in the park and/or the surrounding area. Some suggested that the land currently being used by Metrolinx as staging for the Eglinton Crosstown could be rehabilitated and employed as a dog park. Concern was expressed that active sports (like soccer) can potentially dominate Eglinton Park on weekends and a suggestion to create more balance with other park uses was noted.

Yonge & Eglinton. Participants indicated that they would like to see the programming and landscaping on this corner improved. Access to and programming of the terrace Privately Owned Publicly Accessible Space also was highlighted for improvement.

Sherwood Park. Participants said the existing dog off-leash area is in need of repair and ongoing maintenance.

Entrances to the Beltline. There was a request to improve access points to the Beltline at Russell Hill Rd. and Duncannon Dr.

Other feedback

Heritage Protection. Participants wanted assurances that heritage buildings and small businesses will not be forced out of the area by new developments. Participants were especially concerned that what happened to the Bank of Montreal building could happen to the Capitol Theatre. Participants suggested the City introduce stronger guidelines regarding demolition of heritage buildings. There was a suggestion to have tours to promote the heritage sites in the area. There was another suggestion to designate the four-storey building beside 101 Erskine Ave. There was also a suggestion to install heritage plaques at the Church of the Transfiguration and the former Montgomery Tavern site.

Next Steps

City staff committed to using the feedback shared to refine the proposed Secondary Plan policies and the infrastructure assessments before the Plan is presented to Council. Staff are targeting the June 7 meeting of Planning and Growth Management Committee and the City Council session of June 26, 2018 Council.

Subsequent to the Open House, the City also hosted an online survey with similar materials and questions on the Midtown in Focus project website: www.toronto.ca/planning/yongeeglington. See survey summary in Appendix A.

Appendix A. Midtown in Focus Online Survey Summary

Overview

The City of Toronto hosted an online survey between February 12th and 25th, 2018 as part of the Midtown in Focus planning study. The survey was available on the Midtown in Focus website, www.toronto.ca/planning/yongeegltinton. 47 people responded to the survey. The purpose of the survey was to seek feedback on the policies within the Proposed Yonge-Eglinton Secondary Plan Update presented to City Council in December 2017.

In addition to demographic questions, the survey included questions related to the policies in the proposed Secondary Plan, including:

1. Which policies do you think are most important to achieving the Midtown Vision and supporting the quality of life in Yonge-Eglinton? Why?
2. Which policies do you think need to be refined or improved to support the Midtown Vision? What refinements or improvements would you like to see?
3. Is there anything missing from the proposed Yonge-Eglinton Secondary Plan policies?
4. Do you have any other comments or concerns?

The summary of survey questions and responses are categorized by these questions. This summary also includes an overview of who participated in the survey based on responses to the demographic questions. Swerhun Facilitation prepared this summary, which was reviewed and finalized by the City.

Policies identified as important to achieving the Midtown Vision and supporting the quality of life in Yonge-Eglinton.

Scale, height, and location of buildings. Several respondents said policies that govern the height, scale and location of buildings are very important. They said the location of buildings, especially tall buildings, significantly impact the use and quality of other uses in Midtown, including parks, the public realm, school yards, etc. Respondents also said policies governing the location and height of buildings should seek to increase sunlight and mitigate wind impacts throughout Midtown, including on private properties.

Parks and public realm. Several survey respondents identified policies aimed at increasing the size and number of parks and green spaces as very important to supporting the quality of life in Midtown. Respondents said these policies are important because the area needs more parks, larger parks, dog off-leash areas, gathering spaces and places of interest to create a vibrant community. Respondents also said policies related to creating complete streets are important to ensure a safe and comfortable environment for all street users, not just cars.

Physical and Social Infrastructure. Survey respondents said policies related to securing adequate levels of community services and facilities, especially schools, childcare spaces and community centres, are essential. Respondents also said policies need to ensure adequate infrastructure (e.g. sewer and water capacity) is secured to accommodate the existing population and expected growth.

Transit and traffic. Respondents identified traffic congestion and overcrowding on transit, especially on the subway, as significant issues in Midtown and said that policies aimed at improving these issues are crucial.

Housing affordability. Some survey respondents said it is very expensive to rent or own a home in Midtown and identified policies that seek to secure affordable housing as crucial to improving the quality of life for all.

Commercial / retail space. Respondents identified policies that protect and help secure commercial space in Midtown as important. They also said policies should seek to protect and promote retail that serves local needs and discourages chain or big box retail.

Suggested refinements to proposed policies and additional features

Additional transit. Respondents said there should be more specific language in the policies that calls for increased transit, especially along north-south routes. There were suggestions to supplement the subway with additional bus service, both within the Secondary Plan area and to and from downtown.

Cycling infrastructure. Respondents said they would like to see policies that specifically call for a connected cycling grid in Midtown with additional north-south routes. Respondents suggested installing bike lanes on Mt. Pleasant and Bayview. There was some concern raised about a north-south bike route going through Eglinton Park and potential conflicts between pedestrians and cyclists, especially children.

Greater emphasis on protecting and encouraging office space. Respondents suggested strengthening and adding policies aimed at protecting and attracting office space and jobs. There were also suggestions to use the policies to encourage retail streets in the area. There was suggestion to create a vision for the specific uses that will fill the future office spaces.

Density and building heights. There was some difference of opinion among respondents about where increased density should be allowed. Some indicated that more “gentle density” should be allowed in neighbourhood areas to make Midtown more affordable and livable for all its residents. Others felt that the protection of established neighbourhoods is important and said they would like to see reduced building heights and increased setbacks in areas that are close to single family homes and schools. There were also requests to reduce density and the amount of tall buildings throughout the area generally.

Additional affordability policies. Respondents said they would like to see greater emphasis in the policies on improving affordability in Midtown, including requirements for affordable rental.

Require the use of native plants. There was a request to include policies that require the use of native plants in all green spaces. A respondent noted that native plants are beneficial because they require less water, are easier to maintain and foster biodiversity.

Pedestrian networks. Some respondents said they would like to see additional policies that help to improve the pedestrian environment. Specific examples included creating an underground path network and pedestrian routes that make it possible for people to navigate the area by foot without having to go on to main streets. There was also support for making Cowbell Lane more pedestrian friendly.

Lighting and noise. Respondents suggested adding policies to better manage the use of lighting to prevent, light glare, sky glow and overall light pollution. Respondents also said policies should be used to reduce the allowable noise levels in the area to reduce noise pollution.

Facilities for seniors. Some respondents said the Plan should include specific policies geared towards creating facilities for the area’s aging population.

Technology. There was a recommendation to include a plan/policy for the installation of new telecommunications equipment on light poles and utility poles; including a “prudent avoidance policy” for the locating of telecommunication stations to reduce potential risks to residents, especially children and seniors.

Architecture. Some respondents said the policies should be used to ensure the area has high-quality architecture by prohibiting an abundance of inexpensive metal and glass structures.

Specific character area policies. A survey respondent noted that the Henning Character Area consists primarily of low-rise detached and semi-detached dwellings and requested that there be policies in place to minimize the impact of adjacent mixed-use developments along Eglinton on the homes in the character area.

Other comments or concerns

Support for creating a comprehensive plan. Some respondents said they appreciated all the work that has gone into developing the proposed Secondary Plan for Midtown.

Process concerns. Some respondents said it would have been helpful to have the policies listed or summarized in some way in the survey to make easier to respond to the questions. There was also concern raised that outreach in the process has been primarily a “come to us” approach which has led to a lack of diversity in the view and perspectives shared.

Reducing curb cuts. A respondent raised concerns about provisions to reduce, consolidate and eliminate existing curb cuts. They said curb cuts help facilitate transfer between the sidewalk and road and instead suggested eliminating curbs as part of an age-friendly design.

TTC lands at Davisville Station. Respondents shared suggestions for use of the TTC yards next to Davisville Station, including parkland and/or a new high school. There was also support for the proposed decking above the subway line north of Davisville Station.

Who Participated – Respondent Demographic Profile

Age

- 23% of respondents were between the ages of 18 to 34
- 47% were aged 35 to 64
- 28% were aged 65 and older
- 2% did not provide their age

Activities in Midtown

The majority of respondents (85%) indicated that they live in Midtown. Respondents also indicated that they play (49%); work (23%); study (9%); and own a business (6%) in Midtown. Some respondents also identified other activities they participate in, including: shopping; eating; and cycling through the area.

Household characteristics

Almost half of the respondents indicated that they live in an apartment/condo that is greater than five storeys (45%), followed by single family homes (30%); semi-detached homes (15%); apartments/condos five storeys or less (6%). One respondent indicated that they live in a coop building; another indicated they live in an older style attached house of three units.

70% of respondents indicated that they own the home in which they live. 28% indicated they rent, and one respondent indicated that they live with their parents.

The vast majority of respondents (83%) indicated that they do not have any children under the age of 18 living in their household.

Awareness of Midtown in Focus and this survey

Approximately one-third of respondents became aware of Midtown in Focus and/or this survey by email, followed by twitter (17%); through a friend (9%); the Midtown in Focus Website (9%); a Midtown in Focus postcard (9%); or through a newspaper ad (4%). Eight respondents (16%) identified other ways they were made aware of Midtown in Focus and/or this survey, including their local Councillor, a resident or community association and Facebook.

Appendix B. Written Feedback Submitted

The following written submissions were received by email prior to and following the Open House. The views and perspectives shared in the written submissions have been summarized and integrated into the summary under the “feedback shared prior to and after the Open House” section.

Response #1

SERRA

Response to *Midtown in Focus* Proposed Parks and Open Spaces and Pedestrian Networks

February 10, 2018

Midtown in Focus provides a generous and exciting proposal for parkland and pedestrian networks within the Davisville area. SERRA is grateful for this attention to our areas's green space and pedestrian needs. We applaud the document's understanding that

"The provision of parkland is an essential element of complete communities," and for the intention to provide new parkland for Davisville, "concurrent with growth." 3.2.29

As well, we appreciate the document's commitment to improving

"pedestrian movement, connectivity and circulation between important destinations . . . by providing more generous pedestrian clearways and new pedestrian linkages such as walkways, paths and access points." 3.2.5 (b)

On careful study of the rationale presented on pp. 8-22, and the detail on maps 21- 4 and 21 - 13, SERRA proposes the following priorities, which we believe will best accommodate the needs and abilities of all ages within our area, currently and for the next 20 years. These are listed in order of importance to SERRA.

Proposed Parks and Open Spaces (see map 21-4)

A. Quadrant east of Mt. Pleasant

1) Extend the new park on Manor Road closest to Forman so that it runs from Manor Rd. to Hillsdale.

Rationale: "Pursue opportunities arising from development to secure land for new parkland and improve existing parkland" 3.2.30 (b)

2) NEW — Create a park at the easterly end of the Beltline, east of Mt. Pleasant Rd (small green strip).

Dedicate this space as a dog run.

3) Hodgson School: Increase the park space for Hodgson students and the local public by extending the current space along Belle Ayre and up to Millwood. The existing daycare facilities could be kept as part of the complex.

Rationale: "Preserve schoolyards and, in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development." 3.2.30 (c)

4) Maurice Cody School: Increase 'park' space north of school so that it extends to Manor Rd. This park will serve both students and the local public.

Rationale: "Preserve schoolyards and, in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development." 3.2.30 (c)

B. Quadrant West of Mt. Pleasant

1) NEW — To adequately serve the children of Eglinton Public School and to increase green space for the general public in a particularly congested part of Midtown, the city should augment the school playground space for half a block along Brownlow.

Rationale: "Preserve schoolyards and, in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development." 3.2.30 (c)

2) Create a new park near Art Shoppe Development adding to the proposed 25' walkway between Hillsdale and Soudan, east of Yonge. .

Rationale: "Pursue opportunities arising from development to secure land for new parkland . . ." 3.2.30 (b)

3) Church of the Transfiguration property: This extensive green space must be kept green, not only for children in the two nursery schools, but also for local residents' use. Designate church with grounds as a heritage building.

Rationale: "work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including privately owned publicly-accessible spaces that support and are integrated with the public realm moves set out in this Secondary Plan." 3.2.30 (d)

4) NEW — Davisville School and Community Hub: Extend green space along Millwood Rd and Davisville so that a large park can be developed just east of the school. This area will not only increase the playing space for students but also serve residents of the many apartments and condos on Davisville.

Rationale: "Preserve schoolyards and in partnership with local school boards, pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities and as part of development." 3.2.30 (c)

Proposed Pedestrian Network (see map 21-13 + add't map)

Connect Mid Block connections into a coherent N-S path network for active recreational use (walking, running, recreational cycling, etc.) - see attached map. These routes are to connect Eglinton with the Beltline/Mt Pleasant Cemetery and the various parks, schools, recreational and retail destinations in between.

The suggested pedestrian routes are to be situated entirely inside the residential neighbourhood.

Actions required to complete the DVG:

A. Quadrant east of Mt. Pleasant

1) NEW — Create a mid-block connection between Balliol and Merton half way between Cleveland and Forman.

Rationale: Provide connections between public parkland and open spaces . . . through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways . . . " 3.2.31 (c)

2) NEW — Create an entrance to Mt. Pleasant Cemetery half way between Mt. Pleasant Rd. and Bayview, perhaps behind the Cemetery service buildings.

Rationale: Provide connections between public parkland and open spaces . . . through the use of streets, trails, bikeways, pedestrian-friendly streetscape environments and walkways . . . " 3.2.31 (c)

B. Quadrant West of Mt. Pleasant

1) Walkway from Belsize Drive to Millwood Rd: Widen walkway at northeast corner of walkway. Improve paving and lighting.

Rationale: Developing or connecting walking loops and pathways to complete walking circuits." 3.2.45 (a)

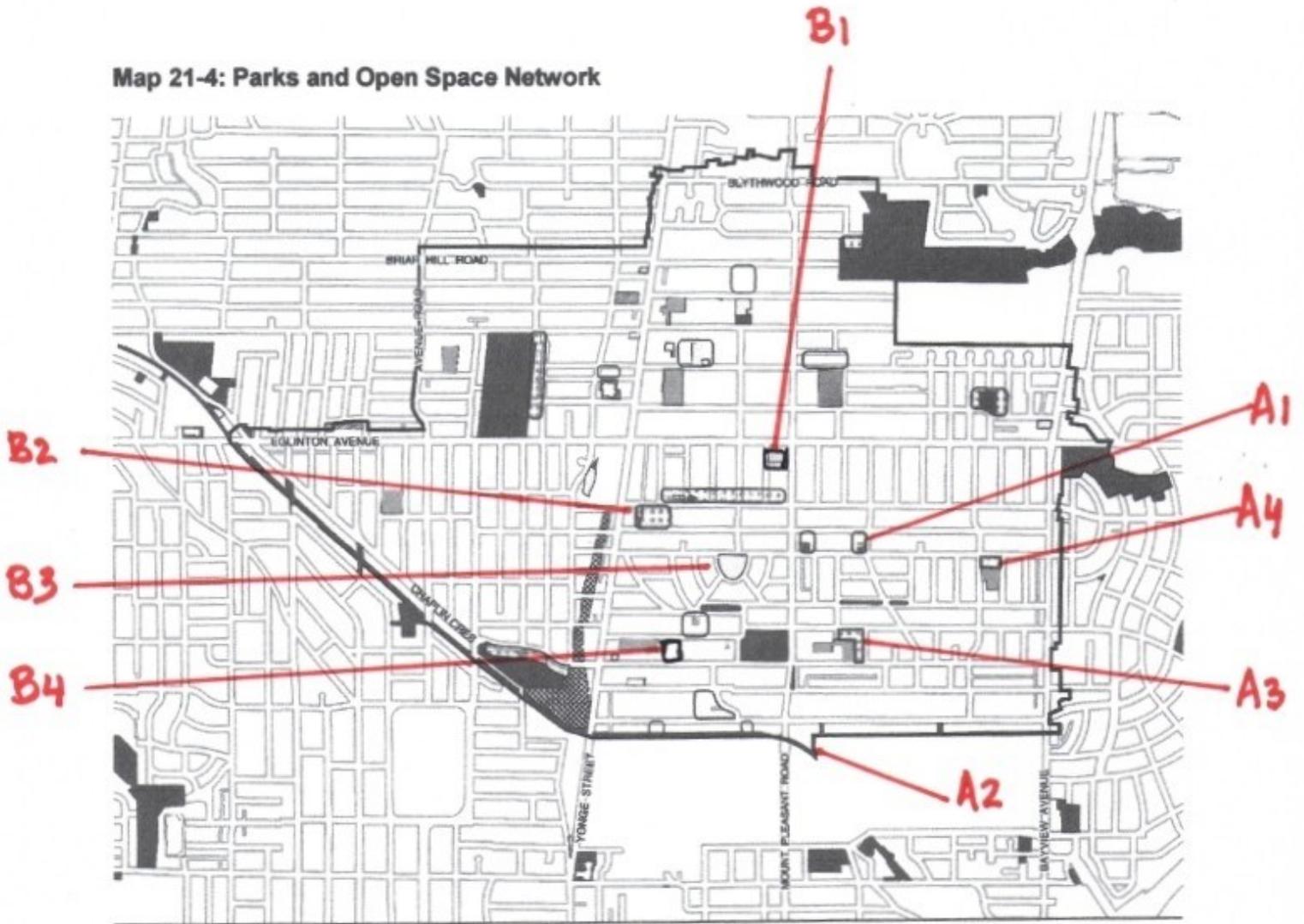
2) Create a walkway from Hillsdale Ave E. to Manor Rd. E., immediately behind the retail locations on the east side of Yonge St.

Rationale: Developing or connecting walking loops and pathways to complete walking circuits." 3.2.45 (a)

3) The large, open green space (formerly the Al Green Sculpture Park) on Balliol east of Yonge: Keep and enhance this space. It provides a walkway for those coming from the Beltline directly to the crosswalk at Davisville in front of the school. From there, pedestrians and cyclists can easily move through the school walkway and then to the Millwood walkway leading to Belsize. Equally important, it provides a green escape in the intensely developed apartment neighbourhood along Davisville.

Rationale: "work with public agencies and private property owners to establish partnerships and agreements to supplement the supply of City-owned parkland by securing public access to other types of open spaces, including privately owned publicly-accessible spaces that support and are integrated with the public realm moves set out in this Secondary Plan."3.2.30 (d)

Map 21-4: Parks and Open Space Network



Not to Scale ↑

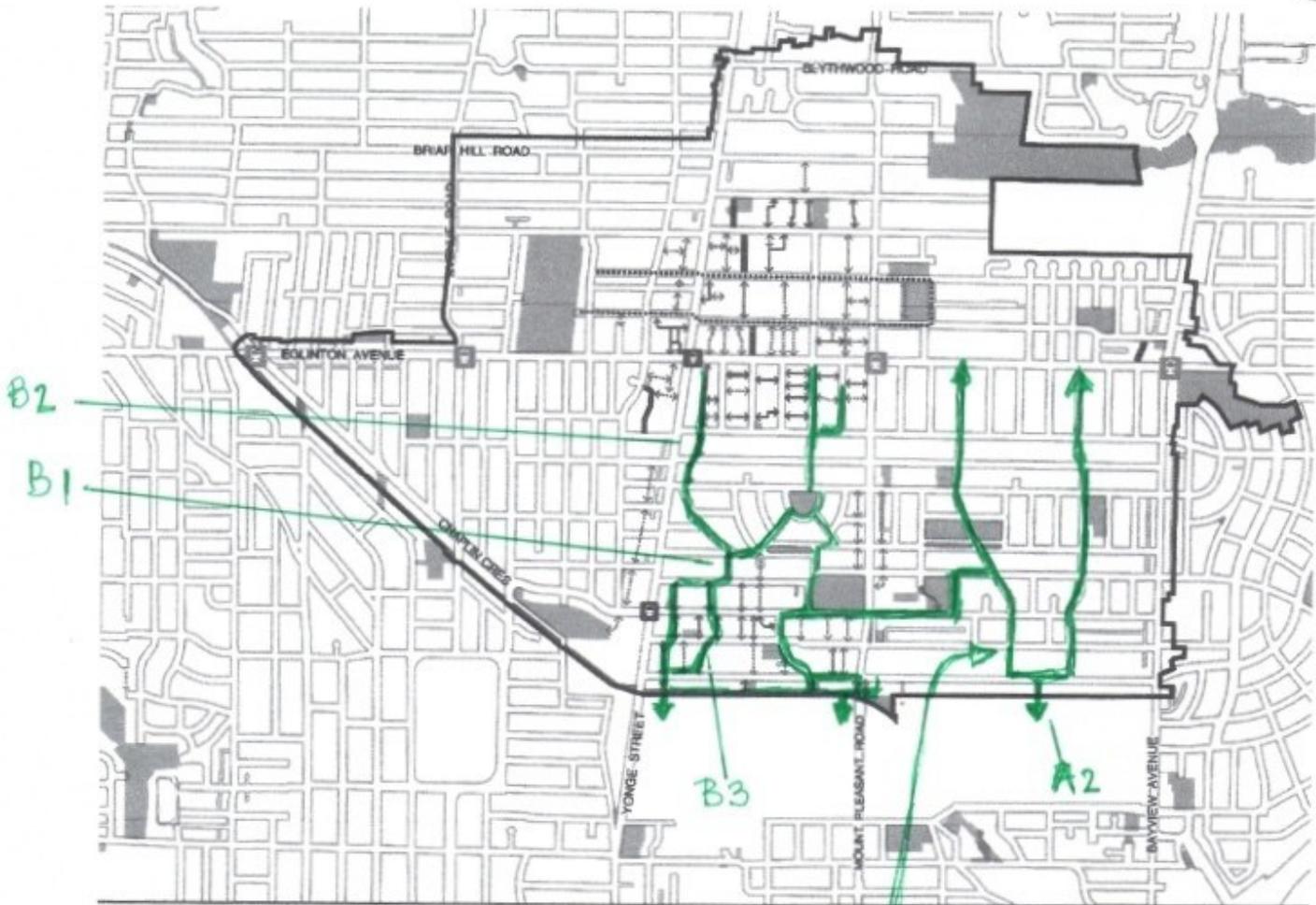


Sun Protected Parks and Open Spaces

- | | |
|-------------------------------------|--|
| Secondary Plan Boundary | City-owned Opportunity Sites |
| Existing Parks and Open Spaces | Park Expansion Area |
| School Yards and Library Open Space | Priority Park Area |
| Proposed Parks | Subway Docking for Park Expansion - Further Study Required |
| Proposed Parks - Park Leases | |

October 2017

Map 21-13: Pedestrian Network



Note : Additional opportunities are being assessed as part of the ongoing Yonge-Eglinton Transportation Assessment

Not to Scale ↑



Pedestrian Network

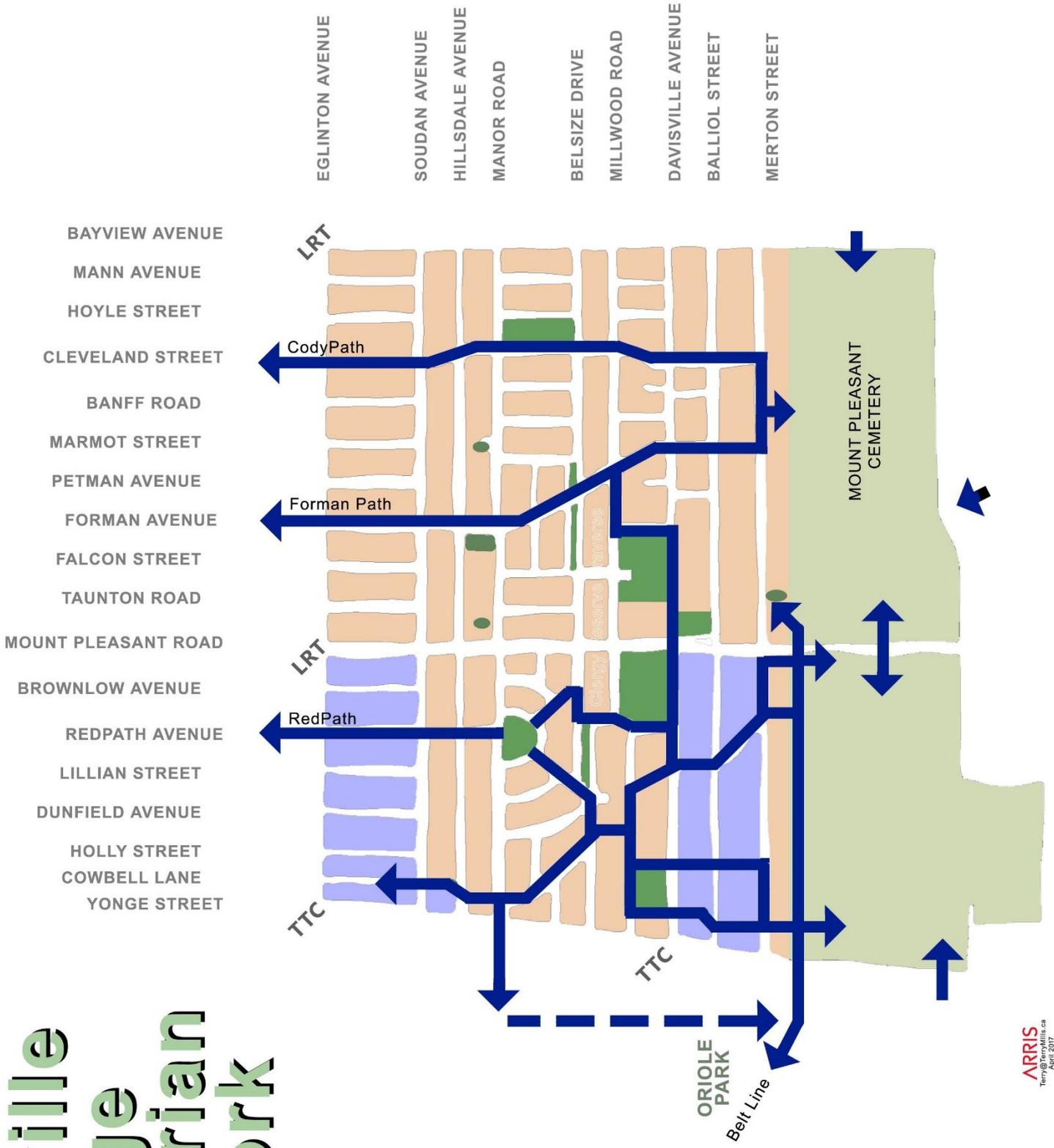
A1

- Secondary Plan Boundary
- Park Street Loop
- ←→ Existing Mid Block Connections
- ←- - - -> Conceptual Future Mid Block Connections
- ▬▬▬▬▬ Conceptual New Street
- 🚏 Existing Transit Station
- 🚏 Future Transit Station
- : : Existing Street
- ▒ Existing Parkland

— DAVISVILLE VILLAGE PEDESTRIAN NETWORK

October 2017

Davisville Village Pedestrian Network



Response to *Midtown in Focus* Heritage and Civic Landmarks Sections

February 16, 2018

In 2017, SERRA was pleased with the batch heritage listings that included many of the buildings on our three Village main streets (Yonge, Mt. Pleasant and Bayview).

We were additionally pleased to find that heritage resources have an important role in informing the *Midtown in Focus* report, as with the following example of the principle that developments should:

"Reinforce the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing and placement of new buildings to lend prominence to these resources" 3.3.1

As well, we found the following section will help to protect of our Villages by providing specific guidelines as to building heights for new developments.

Building heights are the most common concern of many of our residents.

"A minimum building height of three storeys for new buildings is required on sites that are not included on the Heritage Register. Where a maximum height has been established in this Secondary Plan for a Village, the maximum height is only permitted where lot size, lot depth, transition, potential impacts on heritage properties and sunlight and other physical and contextual conditions can be achieved."
4.1.4

We will reference Section 4.1.4 in our comments below as there should be no ambiguity about how the about guideline should be applied. The report might be modified to provide more prominence to this section.

SERRA would like to thank the city's Heritage staff for their professional work in preserving our Midtown neighbourhoods.

Heritage and Civic Landmarks: Page 24 – Section 3.3.1

Proposed Text

(k) Reinforce the scale, character, form and setting of heritage resources and heritage conservation districts through sensitive massing **and height**, and placement of new buildings to lend prominence to these heritage resources; **as otherwise described in 4.1.4 (c)**

Rationale: "The original text was vague with the phrase 'sensitive massing'. The proposed text includes a reference to height and also a reference to specific guidelines around height "

Heritage: Page 24 – Section 3.3.3

Proposed Text

Development will provide appropriate transitions to heritage properties through a variety of approaches, including, but not limited to, preserving **streetscape** qualities of an area, setbacks, stepbacks and stepping down of building height in order to complement the scale and character of heritage properties, mitigate negative impacts to heritage properties and preserve views to properties.

Rationale: "The original text included the term of 'landscape' and this was replaced as shown above. There is no green landscaping on any of Village streets except for planter boxes"

Midtown Villages: Page 40 – Section 4.1.1

Consider dividing the existing text to distinguish between Yonge North and Yonge South. The following text should only apply to the Yonge North Village.

Revised Text

- (a) Yonge North ~~and Yonge South~~ Villages will nestle the tall buildings of the Yonge-Eglinton Crossroads and Montgomery Square Character Areas and mid-rise buildings, widened sidewalks and public squares.

New Text (to describe the Yonge South Village)

(a) Yonge South Village will include low and mid-rise nestle between the high-rise buildings at Yonge & Eglinton and the apartment towers at Yonge & Davisville. Yonge South Village will continue to retain its historic retail buildings, as governed by heritage regulations. The heritage buildings between Belsize and Hillsdale should be considered as an ensemble.

Rationale: "Low rise and mid-rise built forms will continue to exist for Heritage properties and for new builds that will be regulated by Section 4.1.4"

Midtown Villages: Page 40 – Section 4.1.1

Proposed Text

- (c) Located at the meeting point of two Midtown communities, Bayview-Leaside Village will **include low and mid-rise buildings** with the characteristic wide sidewalks and patios extended to the north and south. **Bayview-Leaside Village will continue to retain its historic retail buildings, as governed by heritage regulations. The heritage buildings between Millwood and Hillsdale should be considered as an ensemble.**

Rationale: "The original text included the phrase of 'incrementally intensity' suggesting that was a key goal. The proposed text suggests revisions to be consistent the text used for Yonge Street South (see above)."

Midtown Villages: Page 41 – Section 4.1.5

Consider dividing the existing text to distinguish between Yonge North and Yonge South.

Proposed Text

(a) Yonge North and Yonge South:

(i) Buildings will not exceed a maximum height equivalent to the adjacent, planned right-of-way width (27m); **as otherwise described in 4.1.4 (c)**

Rationale: "Low rise and mid-rise built forms will continue to exist for Heritage properties and for new builds that will be regulated by Section 4.1.4"

Proposed Change

(a) Yonge North and Yonge South:

(iii) Building height will not exceed a 45-degree angular plane beginning from:

• a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 41m$);

Rationale: "The proposed regulation defeats the purpose of the 45 degree angular plane to provide sunlight and skyview to the adjacent low- rise neighbourhoods"

Midtown Villages: Page 42 – Section 4.1.5

Proposed Text

(c) Bayview-Leaside:

(i) Buildings will not exceed a maximum height of 7 storeys (22.5m); **as otherwise described in 4.1.4 (c)**

Rationale: "Low rise and mid-rise built forms will continue to exist for Heritage properties and for new builds that will be regulated by Section 4.1.4"

Proposed Change

(c) Bayview-Leaside:

(iii) Building height will not exceed a 45-degree angular plane beginning from:

• a height of 10.5 metres above the rear 7.5 metre setback for shallow lots ($\leq 32.6m$);

Rationale: "The proposed regulation defeats the purpose of the 45 degree angular plane to provide sunlight and skyview to the adjacent low- rise neighbourhoods"

Midtown Villages: Page 43 – Section 4.1.5

Proposed Change

(c) Mount Pleasant South:

(ii) Building height will not exceed a 45-degree angular plane beginning from:

• a height of 10.5 metres above the rear 7.5 metre setback for shallow lots

(≤41m);

Rationale: "The proposed regulation defeats the purpose of the 45 degree angular plane to provide sunlight and skyview to the adjacent low-rise neighbourhoods"

Submission 3

Midtown in Focus: On-line Survey – SERRA response – Feb 25, 2017

SERRA has already proposed and discussed with the MIF planning staff a number of changes to the Nov, 2017 MIF – Proposals Report.

This report is intended to be our closing commentary of the Report.

What we like about the MIF:

- 1) Tremendous scope and breath of MIF – land-use, built form, heritage, parks & open spaces, public realm, community services/facilities, transportation, Municipal Servicing, etc..
- 2) One size does not fit all – recognition of 23 character area
- 3) Extensive community consultation opportunities – your team is always willing to listen.
- 4) Current MIF draft contains very specific direction on land-use and built form, which coupled with Bill 139, should give planning control back to the city and the community.

But not 100% happy that after all the overdevelopment, there is still more development to come as per the MIF plan. It appears that Provincial Municipal Policy (Places to Grow act, new LRT) plays a role in this.

What we would consider as unfinished:

- 1) **Next version of the MIF draft** - wish to understand how our comments have altered the proposed final MIF plan.
- 2) **Land-use** - we would be proponents of an increase in Midtown OFFICE space development (at the Yonge-Eglinton TTC Bus Barn & Davisville TTC properties?).

3) Complete Communities

We view this concept as mandatory to ensure that our future very dense and tall Y-E neighborhood will maintain our current high quality of living (and not see our apartment neighborhoods deteriorate into slum like conditions).

It requires a significant investment in Community Services/Facilities, in Parks, Open Spaces and the Public Realm. Appropriate heritage protection also plays a major role.

For instance, we would find it unacceptable that after the Province pushed density/height and a major transit hub onto our area, we would now be told that children have to be permanently bussed to schools outside our neighborhood (TDSB, a provincial jurisdiction).

Community Services/Facilities such as school additions remain unresolved at this time with the greatest deficiencies appearing in the high growth apartment neighborhoods (schools such as Eglinton Junior

Public appear unloved). We view these Community Services/Facilities deficiencies as a joint provincial and city obligation.

4) Transportation – mobility around and in/out of Midtown

a) Worsening congestion of the TTC Yonge Line, likely leading to complete rider gridlock at the Y-E and Davisville subway stations within the next 5 years.

The Yonge Line capacity deficiency might grow to be significant enough to warrant planning NOW for alternate transportation routes along the Yonge corridor (such as dedicated express bus lanes). Planning for Midtown and Uptown transit relief should be a major element of the MIF transportation plan.

We also need to be open to new ways of transportation such as shared and autonomous vehicles (although still controversial).

b) “Place-Making Moves”:

We applaud the initiative to improve E-W active mobility in midtown (walking and cycling), but want to expand this concept to formally include specific N-S routes (such as proposed by SERRA, to run between Eglinton and Davisville/Merton thru the use of mid-block connectors).

Potential benefits would be a safe N-S pedestrian network inside the low-rise neighborhood (connecting homes to schools, parks, rec centre and shopping), an active recreation option (running, walking recreational cycling) and a form of alternative park creation.

Submission 4

I'm writing to you today on the subject of the restrictive zoning seen in Toronto's core. My wife and I are renting in midtown, and we'd like to see our neighbourhood become a vibrant, affordable and livable place.

I live two lives in Toronto. I work as a marketing professional for an architectural practice downtown and I volunteer as an arts organizer for the Toronto Comic Arts Festival, a major cultural event held each year at the reference library that draws crowds of about 25,000.

Working with architects, I've seen first-hand the challenges faced by development clients. And I've heard first-hand how residents complain about density, shelters or (honestly) any change to their neighborhoods. Meanwhile, prices have continued to rise -- I help market properties that seemingly grow farther and farther out of reach of my peers. Bad actors exist on both sides of this debate, but regardless, the stability of existing neighbourhoods seems to take precedence over young and emerging citizens like myself.

Working in the arts, I've seen the deficit of accessible and affordable spaces in the core. This city needs more stages, auditoriums and event spaces that can be used by members of the public that are up to contemporary accessibility and technical standards. These facilities do not come without density -- a small community centre built in the '70s servicing a neighbourhood of single family homes simply doesn't cut it. The city needs to concentrate density to make new spaces a financially viable reality.

I would like to see more density in my neighbourhood. I'd like to see different building typologies. I'd like for considerations to be made to protect the privacy of existing houses and ensure their daylighting, while not making every midrise along avenues look like lopsided pyramids. I want more people in a smaller space so that enterprising young people like myself can launch shops, restaurants and offices that serve their neighbours.

I am of the opinion this will not happen without a considered approach to densification. Thank you for conducting this study and for allowing my voice to be heard.

Thanks

Submission 5

While I believe you hold the best intentions, the Midtown in Focus plan does little to solve the issues it aims to address. One of my many concerns is that the plan seems to be ideal for current homeowners but does little to help others who not only hope to own a home one day but desire to live in a city where access and opportunity are equally available to all.

What is the point of spending \$5-billion dollars for a new Eglinton-Crosstown LRT if it is surrounded by low-density neighborhoods that are "protected" from ever growing? Essentially, you are telling Torontonians that they must live in one of the \$1.5-million homes in the area to benefit from the new line. 75% of the people living in the study area live in apartments and that area covers less than 20% of the study area. I'm willing to bet that that 75% is made up of more minorities, middle-class families and young people than the remaining 80% of the study area. So this plan would only exasperate that divide by making access to housing more difficult for the people who need it most.

The city's tradition of passing policies that protect the well established in our city at the expense of middle-class families and young Torontonians who also dream of becoming homeowners one day needs to end. If our aim is to make housing more affordable for Torontonians, placing limits on new housing appears to be a step in the wrong direction.

I strongly urge that you reconsider this plan.

Cheers

Submission 6

Hello,

Thanks for a long-term plan for growth in the mid-town area. While I don't live in that area, I have adult children who are in need of housing and can't afford to live anywhere near transit. They grew up walking distance to a subway and we need more affordable options. The only long-term solution is to build dramatically more housing and not just high rises in a few small areas.

The key deficiency in the current plan is that it locks in large areas as stable neighbourhoods with no possibility of growth. Council needs to consider creative ways to allow incremental growth in so called stable neighbourhoods. Suggestions include:

- allow by right everyone to build one more storey than their immediate neighbour
- allow by right everyone to convert their building to a multi-family building if they meet certain reasonable criteria
- major streets (2 lanes each way) should have even fewer restrictions

The key is to allow incremental growth that balances the interest of incumbents with new comers. Existing residents do not have the right to preserve their neighbourhood forever.

Submission 7

Hello,

I am writing to request less restrictive zoning in the Midtown in Focus plan. If we want more people to live in Toronto and not commute in from the suburbs, with all of the problems this creates that we are well aware of, we need to create more places for people to live in Toronto. The plan should open Neighbourhoods up for "gentle density", including three to five storey duplexes, triplexes, fourplexes, townhouses, and walkup apartments. Not only would this provide more homes for more people, it would do so in a manner that makes our neighbourhoods more walkable, dynamic, and interesting, as in cities like Montreal, London, Paris, and Tokyo. I lived in Montreal in three different walkup apartments, in neighbourhoods that were walkable and bikeable and vibrant. We need to see changes that will allow for this kind of growth in Toronto as well.

I grew up in a single-family dwelling in midtown Toronto, near Bathurst and St. Clair. I understand the desire to maintain the quiet appeal of these types of neighbourhoods. But this is not fair to the vast majority of Torontonians who cannot afford the average price of \$1.5M for a detached home. We can make neighbourhoods more accessible and interesting, without disrupting the quiet appeal of private home neighbourhoods with the "gentle density" approach.

I urge you to incorporate this into the final plan.

Submission 8

Hello

I would like to provide feedback on the Midtown in Focus proposed Secondary Plan.

I believe that this plan is a missed opportunity to "upzone" the area to allow increased residential density, including lower rise building types such as townhouses, duplexes, triplexes and walk up apartments. The area is dominated by highrises in a very small location, and then single family houses covering much of the available land area. Facilitating the creation of more dense types of family-friendly, ground-oriented housing will assist in increasing the availability and affordability of housing that is needed throughout Toronto.

Additionally, I believe that it is important to facilitate home creation and new building development, over historic designations. Whether or not building is ultimately allowed on a site designated for further study as having "heritage character", the delay or uncertainty caused by this designation can limit the viability of whether a development project is even considered. Heritage designation should be applied sparingly, and not be used as an excuse to prevent changing housing types from being incorporated into a neighbourhood. Especially on the Avenues, which are ideal areas for mid-rise mixed use buildings, heritage designation should not be used to hinder this.

Additionally, the areas designated for growth are simply not large enough. Far too much of the study area is designated as a stable neighbourhood as opposed to apartment neighbourhood where development is directed. This has the effect of funneling all of the necessary building of new homes (including high rises - apartments are homes too), into a very small piece of land, which is becoming increasingly congested. Meanwhile, extensive areas of land within a few minutes walk of a main thoroughfare (Yonge St), TTC and LRT remain as low rise, low density inefficient land use forms of housing, and are zoned to stay that way. This impacts the local area, where development has become quite congested east of Yonge and in the few blocks north and south of Eglinton, but also at other developments across the city, where those who oppose development can point to the "Centres" such as

Yonge/Eglinton as being designated for growth and therefore development should occur there and not in their ward.

As this will become a Secondary Plan, and any variance to it will require an Official Plan amendment and not just a re-zoning application, it is important to get this right, and actually have a plan that will support increased home creation, gentle density and the affordability and availability of housing in one of our most important areas "zoned for growth". Facilitating and not hindering development through the planning process should be taken into consideration when designing a plan. Regardless of whether you are building a semi-detached house or a skyscraper, delays, risk and uncertainty of the outcome all add to cost and sometimes undermine project viability completely. This serves only to further exacerbate the limited supply of housing in Toronto, which therefore reduces affordability.

As a final note, I would like to acknowledge that many who currently live in the community are concerned about traffic, infrastructure and local schools becoming overcrowded with all of the new residences. This is a legitimate concern, and transportation, schools, community services and infrastructure planning should take into account the increased capacity required due to increased density. It would be absurd not to. The answer to dealing with stressed services in an area zoned for growth is not to reduce the growth, but to coordinate with all levels of government and agencies responsible to target that area for expanded services.

Thank you for taking my comments into consideration. I believe this is an opportunity to plan to create homes and dynamic, vibrant urban neighbourhoods for our increasing population, and I hope we get it right.

Thank you

Submission 9

Hi Councillor Jaye & Mayor Tory:

I am your constituent and have been a homeowner in your Ward 25 since 2015. I purchased a low-rise detached home that cost us \$2.2 million. I hope you will listen to my concern.

Please ensure that the below map is **expanded** to Yonge/Lawrence, so the secondary plan can work for our family, and my many neighbours.

We are lucky to have a TTC stop in our Ward (Lawrence station, Yonge Line) but there are only ONE-storey buildings at **two** of these four corners -- this is the only corner on the TTC Yonge line with such low, underutilized density. Why is such poor planning not being re-examined with this study? Why keep stalling/waiting?

This low density is holding back our Ward from enjoying amenities and retail enjoyed by other Ward's. The negative effect is that I, and all of my neighbours, have to drive to Leaside or Yorkdale for any shopping/services, even though I have Yonge street steps from my home. The lack of density at Yonge/Lawrence has kept the shops and amenities at Yonge/Lawrence stuck in the 1960s, with many shops vacant and not relevant to growing families in mid-town Toronto. Let's stop pretending that these are "quaint" or "special". They are no longer relevant to modern mid-town families. The majority of NIMBYs of the 1960s to 1980s have been replaced by YIMBYs in our midtown Ward, because we too want a modern, livable neighbourhood at Yonge/Lawrence. Please ensure that the below map is expanded to the Yonge/Lawrence TTC corner.

Please keep me updated.



Submission 10

I am writing to you to ask you to support the proposed Midtown Loop to help make the cycling infrastructure in Midtown Toronto more accessible and reliable. The roads that will be part of the Loop are often very busy and poorly paved which makes cycling on them very unsafe. Due to these hazardous conditions, often times people would rather not cycle and stay at home instead, which is something I believe the City should not be promoting.

As an avid cyclist myself, I can safely say that adding the Midtown Loop will be a great help to the community, the businesses and the environment. Even though I consider myself to be a good biker, oftentimes I am reluctant to bike through the stretches of road that would have bike lanes in the Midtown Loop, so I can only imagine how unencouraged novice bikers could be by such a daunting task as biking on Yonge. That is why I know that this Bike Loop will benefit the people of Midtown Toronto in a huge way by making cycling a more accessible and safe mode of transportation.

Here is a list of some of the reasons why the Midtown Loop is a good option for the city:

- It will remove the danger of biking on busy streets like Mt. Pleasant, Yonge Eglinton, and Davisville.
- Bike lanes will improve access to local businesses that will keep these areas full of life for decades to come.
- The streets where the bike lane would be are wide so automotive traffic will not be affected by the Loop.
- The Midtown Loop will be within 100m of seven schools and two libraries which will finally give kids a safe and healthy alternative for travel.
- It will give people reason to bike to their destinations instead of driving, something that will make the community healthier and more environmentally sustainable.

There is plenty of evidence to suggest that the addition of the Midtown Loop will lead to a safer, cleaner, and more comfortable Midtown Toronto and that is why I am asking you for your full support in making the Midtown Loop become a reality.

Thank you for your time and support

Submission 11

I'm writing to ask you to support the proposed Midtown Loop. The arterial roads in Midtown are currently not ideal for cycling, so many people in the area are reluctant to cycle because they don't feel safe. With more and more people moving into the area, it makes sense to give people options for transportation that are efficient, healthy, safe, and sustainable. Residents of Midtown, as well as visitors from nearby areas, will frequent local businesses if they are easier to access, and considering the average distances between residence and shopping destination, cycling is often the best choice of transportation for most people.

Submission 12

I support bike lanes in North Toronto, particularly on the "circuit" of Davisville, Mount Pleasant, Eglinton and Yonge but also on the "northern circuit" of Eglinton, Mount Pleasant, Lawrence and Yonge.

I live near Mount Pleasant and Yonge and work on Yonge near Eglinton. I ride to work and back often. I will be thrilled when it becomes safe to ride on Eglinton again with bike lanes. I frequently go to Shoppers south of Eglinton on Mount Pleasant. Bike lanes on Mount Pleasant would encourage me.

I think there is lots of room on those major streets for bike lanes. They would encourage healthy living with lots of schools and libraries and institutions to ride to and from.

It is important to put bike lanes on the major roads. That is where the destinations are and the most convenient routes from one destination to another. I urge you to put those bike lanes in place.

Submission 13

I live on St Clair Ave and am terrified I will be either run down by a cyclist on the narrow sidewalk here or struck by a speeding car jumping the curb.

Please take away the curb lane of traffic and make it a bike lane with trees between the sidewalk & the bikes and between the bike lane and the cars. Do this on every major street.

Then we will all be safer.

Submission 14

I am writing to express my support for the "Midtown Loop", a network of bike lanes being proposed on Yonge, Davisville, Mount Pleasant and Eglinton. We have an incredible opportunity to get safe, separated bikeways on these arterial roads, connecting Midtown's dense population centres, its retail businesses, public institutions and green space. With the population of this area growing rapidly, providing alternative forms of transportation will be key to minimizing travel delays and maximizing quality of life for those who live, work and play in this growing neighbourhood.

There are a number of important reasons to invest in cycling infrastructure in this neighbourhood, including:

- The most dangerous streets for cycling in Midtown are the arterials - Mt Pleasant, Yonge, Eglinton and Davisville. Bike lanes are most needed on these streets.
- Bike lanes on main streets such as Yonge and Mount Pleasant will improve access to local businesses. By ensuring people living in the high density nodes at Yonge & Eglinton and Davisville can easily travel to businesses, this will ensure that retail on these main streets continues to be vibrant for decades to come.
- Mt Pleasant and Yonge are wide streets, with sufficient room to add cycle tracks in most areas without removing travel lanes or street parking.
- It provides safe cycling connections to the Beltline Trail, June Rowlands Park, Oriole Park, Mt. Pleasant Cemetery, and Mt. Hope Cemetery. As midtown's population rapidly grows, easy access to local parkland and greenspace becomes increasingly more important.
- The Midtown Loop will intersect with the future cycle tracks on Eglinton Ave, which will connect midtown to the west and east of the city. The Midtown Loop would provide a local collector system enabling midtown residents to access the Eglinton Ave cycle tracks.
- **With seven schools and two libraries within 100m of the Midtown Loop, kids would have a safe and healthy way to bike to school - and parents would be able to have their kids get to school safely using active transportation, instead of being driven to school as so often happens now.**

While all of the above reasons are important, my personal interest lies most closely with the final point-providing a safe and healthy way for children to travel to school. Active school travel (i.e. walking and cycling) has consistently been linked with positive short-term and long-term health benefits for children and youth, including mental health benefits. In my work as a School Travel Planning facilitator, working with school communities to promote walking and cycling to school, cycling is consistently one of the most difficult modes to promote. Although cycling is 3-4 times faster than walking and should be a viable alternative for students who live too far to walk, a majority of students and parents cite safety concerns with cycling that keep them from cycling to school.

Over the past several decades, rates of active school travel across Toronto have steadily declined, while rates of children being driven to school have nearly tripled (according to data from the Transportation Tomorrow Survey). For those students not close enough to walk to school, few choose cycling as the alternative, due mainly to the safety concerns cited above. Thus, a majority currently travel by TTC or by personal vehicle (driven by parents, or driving themselves in the case of upper years high school students), which adds to stress and congestion on city streets and on the public transit system, and students are deprived of the health and well-being benefits of active school travel.

I sincerely hope that the Midtown Loop will be implemented. Adding separated bike lanes is a key way by which to provide space and enhance safety for all road users, and provide our children and youth with the opportunity to travel actively and safely to school while developing healthy lifelong habits.

Submission 15

Dear Midtown in Focus project team,

As part of your formal transportation assessment, please note that my family and I heartily support dedicated bike lanes proposed for Yonge, Mt Pleasant, Eglinton and Davisville. We live at Bathurst & Eglinton and often travel by bike to see our family doctor at Yonge & Eglinton, use the North Toronto Community Centre, etcetera. And I commute daily (except in deepest darkest winter) to Bayview & Lawrence. Dedicated bike lanes will significantly ameliorate our travel experience, and make the road safer for cars also, as they will no longer have to swerve to avoid my kids or myself.

Thanks very much, and best wishes

Submission 16

This is to indicate my strong support for the proposed bike lanes per Midtown in Focus. I feel that the proposals (for this area) are stronger than those in the recently approved 10 Year Bike Plan, as they utilize the arterial roads such as Yonge Street and Mount Pleasant Road that cyclists really need, and want to ride on. For example, students attending Northern Secondary, living in south Davisville would want to use Mount Pleasant as a direct route.

However I question the utility of the term "Loop". It seems to me that the emphasis needs to be on east-west, and north-south movement for utility purposes - "loop" implies it is a recreational trail and therefore of secondary importance. This area has lots of off-road trails (such as the Belt Line and Don trails) suitable for recreation. No, lets build safe routes for useful activities like going to school and work, shopping, etc.

Submission 17

I live at Avenue and Eglinton and will bike with my kids to school at yonge and St Clair area.... and then continue onto work at college and bay.

this past year I became worried about safety, so I started driving this route instead.

if bike lanes are safe I will return to biking with my family and reduce congestion for everyone and encourage my kids (and their friends we collect along the way) to learn to do the same.

I am not sure how you want to do it, but I personally think that enforcement of parking bans during rush hour would be first important step to reduce the fear I face.

please help make this happen

Submission 18

Please accept this email as a strong endorsement of virtually any effort to ensure, and/or design, and/or build more bike lanes in and around midtown Toronto

With major employment areas along Laird and more to come, it is conceivable that people working and living in this area would benefit from commuting on their bikes.

In a broader context, car trips in and around key midtown neighbourhoods tend to originate in those neighbourhoods. Encouraging local people to use the bike lanes is just as relevant as creating those lanes to help reduce infiltrating car traffic from non-residents.

Finally, the benefits to the entire city, and beyond, in terms of cleaner air, healthier residents (provided those residents aren't hit by inattentive drivers who are less than favourably disposed to cyclist), and less car clutter are immense and lasting.

Let's make it happen!

Cheers

Submission 19

Yes!

We support bike lanes in the Midtown Loop of Toronto:

Midtown Loop - bike lanes on Yonge, Davisville, Mount Pleasant and Eglinton.

- **Yonge & Mt Pleasant** are both wide enough to fit in bike lanes without removing on-street parking, while maintaining auto 2 lanes in each direction in rush hour (and 1 lane off-peak when parking is permitted). See how Yonge and Mt Pleasant would look with bike lanes [here](#) and [here](#).
- **Eglinton** had cycle tracks [approved in 2014 as part of the Eglinton Connects project](#).
- **Davisville** has been proposed as a bikeway in the [10-year bike plan](#), and is an obvious candidate for bike lanes since 2 auto lanes travel over its 4 lanes.

Submission 20

I am both hopeful and excited about the bike lanes proposed for Midtown Toronto. I live nearby in Leaside and presently use Broadway and Duplex to get over to the Yonge Street business area. I tend to by-pass the businesses on Mt. Pleasant because there hasn't been a safe way to cycle on Mt. Pleasant. However, with cycle lanes on Davisville, Eglinton and Mt. Pleasant, this area would be a destination for me as it would be convenient and safe to cycle there. Separated bike lanes would also discourage the practice of cycling on the sidewalk, which people tend to do when they feel unsafe on the road. In addition, I love that these cycle tracks will support safe cycling for students at the various schools in the area, helping to eliminate unnecessary car trips and encouraging active transportation among young people that will hopefully become a lifelong habit.

I look forward to hearing that the city is going forward with this important and much needed cycling infrastructure.

Submission 21

I have some comments for the City project team for its transportation assessment.

Our family lives in midtown. We are all travelling via bike around 9-10 months per year (there are some weeks due to ice on the street, that we do not!) around midtown.

We go to the parks, out for exercise, and also to some appointments, and errands via bike.

My younger kids still at times ride on the sidewalks to avoid traffic but that of course creates problems for others -- and as they age they cannot do that anymore.

I ride as does my husband without any dedicated bike lanes and we are often worried that we are not visible enough esp. when weather is bad or in the evening.

We completely support dedicated bike lanes proposed for Yonge, Mt Pleasant, Eglinton and Davisville.

More people will ride, if the lanes exist. Many people I know say they would love to bike as we do but are afraid to, because the lanes are not there. So there is unmet need.

Thank you.

Submission 22

I live on Erskine Avenue in one of the densest and fastest growing neighbourhoods in the entire city. My primary means of transportation is the bicycle which I use to commute to my workplace in North York. When cycling is not practical I take the TTC, walk or drive.

While efforts are under way to improve the area's transit, the options for active transportation are currently limited at best. There are very few safe routes for cyclists to access main streets where people live, work and shop or travel to other parts of the City such as downtown.

The Cycle Toronto proposal to add bike lanes to main arterial roads within the Midtown in Focus study area will address this deficiency without adversely affecting motorists. For that reason, I request you to add the Midtown loop to the plan for the study area.

Submission 23

Hello,

I'm writing to express my support for bike lanes on Yonge, Mt. Pleasant, Eglinton and Davisville as part of the Midtown in Focus project. As a resident of the area who does not own a car, cycling is my main mode of transportation. The current bike lane network in midtown (if you can call it a network) doesn't include the major arteries where most destinations are (grocery stores, gyms, restaurants, etc.). It is important to me and to family that we build cycling into our plans for the future of the city, including here in midtown.

Thanks

Submission 24

I would like to enthusiastically support bike lanes on Eglinton

Submission 25

I am a summertime cyclist and a winter driver and work at King and Bay. Getting out of the downtown core in the evening to the east is practically impossible for drivers and dangerous for cyclists.

We need to move the cycle lane from Adelaide to King

With King closed the only option for drivers to exit downtown to the East is Adelaide. With the cycle track blocking right hand turns, it is a parking lot every evening.

During the summer I use the cycle lane AND it is extremely dangerous. Cyclists are going to be killed by turning drivers.

The cycle lane should be on King. I would feel much safer when I am biking. Streetcars don't turn unexpectedly!

Traffic can then flow freely on Adelaide. Cyclist and drivers won't be pitted against each other and we can all have a less stressful commute.

As a biker and a driver I am keen to see good routes for both. Reality is you just can't have cars, busses, taxis streetcars and bikes all trying to efficiently use an single road. Everyone just gets mad at everyone else! We need to pick what transport goes on what route. If we try get bike paths on too many roads there will be mayhem and huge pushback. I don't want to bike on any major throughfare. Give me a

couple of backstreets that are dedicated to biking and I would be delighted. My vote is Beverley Street is the most successful bike route in the City.

P.S. I usually bike from Lawrence and Mt Pleasant to Downtown and take the Don Valley bike trails.

Submission 26

I'd like to share my interest in bike lanes in Midtown. During the brighter months, I commute on bicycle from Yonge/Eglinton to Yonge/York Mills 5x a week. For leisure, I ride down Broadway from Yonge to reach Wilket Creek, or south along Lascelles thru Oriole Park, then west along Kilbarry and south on Russell Hill to reach Davenport.

With that being said, having bike lanes on Yonge and Eglinton would really simplify and speed up my bike rides. I would also like to safely access the many stores and restaurants on Mt Pleasant and Bayview, but it is currently not safe to do so on bicycle.

Submission 27

This current process provides us with a truly excellent opportunity to make our Midtown community safer, more connected, and vibrant. The Midtown Loop - bike lanes on a rectangle comprising Yonge, Davisville, Mount Pleasant and either Eglinton or Roehampton - is a critical feature that for me would be at the heart of the midtown revitalization.

Here is how I see the advantages:

- School access: The midtown loop would greatly facilitate safer protected bike access to a total of 8 local schools
- Changing demographics and needs: Most of the community now lives in apartments. Increasingly fewer residents opt to own cars, and require a greater variety of transportation modalities. The Midtown Loop would touch all dense highrise neighbourhoods providing non vehicular access to shopping and recreation that simply does not exist right now
- Proposed streets are great candidates: Eglinton already has a bike lane planned; Mount pleasant has sufficient width; Davisville's 4 lanes are in effect only 2 lanes that could be easily reconfigured; Yonge likewise has both the width, and can effectively use the learnings from the Bloor pilot to make a considerably more attractive street than it currently is.
- Although loops don't suggest connectivity, in this case there are plentiful connectivity possibilities:
 - on the south to the Beltline system
 - In the future to Eglinton
 - Via Manor Rd, to Duplex/Jedburgh
 - Roselawn/Broadway corridor
- The first step: There is currently design work being done to transform Yonge Street below Bloor, and Re-Imagining Yonge is in process north of Sheppard. The Bloor Pilot is providing important lessons about how to provide safe infrastructure on a similar arterial. The Midtown Loop would be an important first "let's get it right" step in making Yonge St. a key piece of cycling infrastructure. This could ultimately provide midtown residents with a viable, almost year round option to the Yonge subway.
- A Midtown loop would mean a considerably safer streetscape and retail environment not just for bike riders, but for pedestrians as well.

Thank you for your attention to this.

Submission 28

Hi,

I am writing in support of additional infrastructure for cycling in midtown Toronto.

I hope to be starting a new job at Yonge and Eglinton and would choose cycling as my preferred mode of transportation if suitable infrastructure exists. I own a car but now use it only when there is not a reasonably safe cycling option.

Let's not miss this opportunity.

Submission 29

Thank you for the opportunity to review current issues and thinking at the Midtown in Focus Open House on Feb. 10.

I was encouraged to see that recommendations will "focus on opportunities to move people safely and conveniently by walking, cycling and transit." Cycle tracks along many roads with speed limits above 40 km/hr and with numerous commercial and institutional destinations should be an important element of that recommendation. Protected bike-ways are valuable for both kids travelling to and from schools, libraries and sports facilities within their neighbourhood, as well as for seniors living or shopping in the area, particularly for those of us who elect not to use automobiles for short-haul utility and recreational trips within the YE Secondary Plan Area.

I encourage you to consider protected cycling channels on par with automobile access across the entire plan area, with ubiquitous connections with the Eglinton Crosstown corridor bike lanes. Cycle tracks on Yonge will become as valuable to seniors as the Sherbourne cycletrack, and the new Woodbine bike lanes.

Submission 30

Yes! I support bike lanes in Midtown!

I grew up in a house on Chaplin Crescent and Braemar Ave. and lived in our family home for 27 years. Our backyard faced the Beltline. I have fond memories of watching the trains go by and waving at the conductor! Fast forward twenty-five years... I am back in Midtown living in a low-rise condo on Merton St. once again facing the Beltline. I can't believe the population growth and the traffic congestion. I no longer feel safe cycling in our neighbourhood. There are so many great restaurants/pubs on Mt. Pleasant that my husband and I like to frequent however, we find ourselves walking instead of cycling.

During the spring, summer and fall, my husband and I enjoy cycling and picnicking in Sherwood Park and Serena Gundy Park. We could easily cycle east on Merton and north on Mt. Pleasant to Broadway however, we take the back roads for safety reasons. Our current route is as follows: east on Merton, north on Pailton, east on Davisville, north on Acacia, east on Belsize, north on Thurloe Ave. and Servington, west on Redpath and east on Broadway to Serena Gundy Park.

My employer is based at Mt. Pleasant Rd. and Jarvis St. I would love to cycle to work down Mt. Pleasant however I feel I would be taking my life in my hands! Even *walking* down Mt. Pleasant is not-so-pleasant. It is loud, dusty and not very scenic. I even considered going out of my way to cycle down Yonge St. but I'm afraid of falling into a pothole, blowing a tire and wiping out once the sun goes down and visibility is poor.

I welcome the opportunity to get safe, separated bikeways on Yonge, Mt Pleasant, Eglinton and Davisville, connecting Midtown's dense population centers, its retail businesses, public institutions and green space.

Submission 31

I have lived for almost 40 years on Balliol Street, and have been an avid cyclist for many of those years. I ride about 7,000 Kms each year. As the years have gone by the volume and speed of traffic has increased enormously and the concentration of drivers has decreased. This all makes for very dangerous cycling conditions as we share a lane with cars and drivers.

The number of people who ride bikes has gone up hugely in recent years as we all become aware of its benefits and positive impact on health, reduced travel costs, physical and psychological well being. The more people who ride, the less people drive cars, and health care costs are reduced. Europe is years ahead in its realization that if you improve cycling infrastructure, then more people will ride bikes. Many cities have Kms of bike lanes, that we can only dream about. Toronto can do this too, if there is just the will.

I strongly advocate for bike lanes in Midtown on Eglinton, Mt Pleasant and Davisville which will increase safety for cyclists.

Please vote for this and implement it.

Submission 32

I would love to see bike lanes in my area sooner rather than later...especially since the population in our area is increasing very quickly with several new large condo buildings being built.

Submission 33

I am a woman in my sixties who rides regularly from Eglinton and Yonge south along both Yonge (only Sunday mornings) and Mt. Pleasant (often on the sidewalk by the cemetery because the road is in such rough shape near the curbs). I only venture as far south as St. Clair because the traffic speeds up so much going down into the ravine on Mt Pleasant and is too congested on Yonge.

I think it's a shame that the bike lane was removed from Jarvis and that it doesn't extend from at least midtown to the lake. So many of us would ride to St. Lawrence Market and to work if we could do so safely.

As for the east west route I'm certain there'd be a lot of use on those routes too.

Please take our pleas seriously. Cars are killing us - let us be part of the solution.

Submission 34

There needs to be new bicycling infrastructure on the Midtown Roads to promote local businesses and to protect children and adults using these streets.

Submission 35

I am a long term resident of mid-Toronto and an avid biker. It is always a nervous climb up the Yonge street hill by bike. I have been yelled at and honked at multiple times and have never felt truly safe. I wish we could have better infrastructure like Sevilla in Spain. They had basically nothing a few years ago, now it is the envy on southern Europe.

Anyway, please do something great in Toronto that will be lauded around the world.

Submission 36

I would like to add my support for the bike lanes proposed in the Midtown Loop. I often travel through this area in the summer. I frequent restaurants on Eglinton in the area. I think bike lanes would make it easier and safer to access businesses located here. Bike lanes would encourage people to leave the car at home more often.

Submission 37

I am writing in strong support of the proposed Midtown Loop with bike lanes on Yonge, Davisville, Mt. Pleasant and Eglinton.

I live very nearby on Lascelles Blvd and commute to work by bike most days. The proposed bike lanes are on streets I avoid because they are unsafe to ride but that I and many others would find attractive to ride with designated bike lanes. These streets are wide enough to accommodate bike lanes, they link extremely well to existing and planned bike lanes and routes, and they would facilitate bike riding for the many students at area schools. They would also keep a rapidly growing area of the city vibrant, healthy and liveable. Speaking as a family physician trained in public health, I can also say the evidence is strong and consistent that bike lanes prevent injuries, save lives and promote healthy activity.

Submission 38

I am writing in support of implementing the proposed bike lanes on major roads in Midtown.

I live at just north of St. Clair and Spadina and commute downtown by bicycle. While I do own a car and use public transit I feel biking is one of the best ways to get around the city. It's not only more efficient it also allows more flexibility and convenience than all other forms of transportation.

Having biked in this city prior to the bike network along major routes downtown, I can definitely say with their inclusion my cycling use dramatically increased. I not only chose those routes but also now saw the various businesses and services as part of a network of options that previously I would have thought is not worth the bother. Either because parking is too much of a pain and/or costly or because with TTC it's not easy to hop on and off to run an errand.

A well-connected cycling network that encompasses major roads in midtown would be a god send. Often a deterrent for commuting is having to patchwork roads together to get to a destination. The patchwork because you want to avoid dangerous roads and are seeking safer routes – the most safe being dedicated bike paths like the ones proposed.

I believe the addition of dedicated pathways in Midtown will offer greater access to businesses and encourage more people to get on their bicycles to commute or run errands or both! And let's not downplay the health benefits. It's my main source of exercise. It's really a win, win, win!

Thank you for your time and consideration.

Submission 39

I am a midtown resident and a bicyclist. My work is in midtown and I bike daily (excepting very bad snow days). I am committed to improving the bicycle experience in Toronto as a means to increase community, improve health and reduce emissions.

Bike lanes along the main arterials in midtown is the best means to ensure a rapid adoption of biking and all the benefits that come from that. The so-called “Midtown Loop” appears to be a sound plan toward that.

Submission 40

I want to advocate for a safer, more connected cycling infrastructure in Toronto Midtown. I commute by bike from the Junction neighbourhood in the West end up to Yonge and Eglinton. Once I leave the relative safety of the Davenport bike lanes, it is very apparent to me that cycling routes are lacking north of St. Clair and east of Bathurst.

I am a Toronto Public Library employee, and I also regularly bike between different workplace locations in midtown (Mount Pleasant to Leaside, down to Yonge and St. Clair, and as far west as Bathurst and St. Clair). I agree that the most dangerous streets for cycling in Midtown are the arterials, and that bike lanes are needed on those streets. Mt Pleasant would be a great candidate for bike lanes, and I love the idea of connecting some of the off-road biking trails (Beltline trail, Cemetery) with safer options like the Eglinton cycletracks.

Having worked at Yonge and Eglinton for a couple of years now, I am getting to know the community in Midtown and I can see first-hand how the population is exploding, particularly at both ends of the demographic spectrum: children and seniors. As these children grow up in midtown, it's imperative that we provide a safe infrastructure for them to get from school to library to home; and for seniors, cycling is a healthy transportation method that more might try if it was made more accessible.

Thanks for your consideration.

Submission 41

Hello,

I am a cyclist who uses mostly downtown streets to get to and from work, do my shopping, go to a yoga studio and visit my friends in neighbourhood.

For years I was avoiding taking the Bloor Street whenever I could. Since the new bike lane was put in place, I enjoy using Bloor Street for cycling, and also do my shopping in the small Korean markets and the shops along the Bloor Street just because it finally feels safe to go on the road.

I feel that it makes a big difference in my life and wanted to share this with you when I heard that you are planning to put new bike lanes in so called Midtown Loop. I'm very supportive of that, a step that makes Toronto closer to being a bike friendly city.

Thank you for all your efforts

Submission 42

I am writing in support of bicycle lanes, specifically cycle tracks (separated bicycle lanes) to the major arterials in Midtown. As a physician and a member of Doctors for Safe Cycling (<https://www.doctorsforsafecycling.ca/>), we know that cycle tracks are a vital piece of infrastructure that make cycling safer, and active transportation possible.

As the density of Midtown grows, even with the LRT soon to be completed, it will be important to support multimodal transportation for all Torontonians and to help the businesses on this major arterial stay vibrant. As was demonstrated by the Bloor Street bike lane pilot project, business remained the

same or went up after the bike lanes were introduced; bicycle traffic almost doubled; and all Torontonians who used that stretch of Bloor – pedestrians, motorists and cyclists felt safer as a result of the bike lanes.

As a doctor, being able to promote cycling for health is important to my patients well-being. However, being an emergency physician in Toronto, I also see the danger of cycling on the streets of Toronto and systematic infrastructure to promote safer and complete streets has shown time and again in cities around the world to greatly mitigate the risks of cycling on city roads. As a person who regularly uses a bicycle to get around Toronto, I am excited about the prospect of having a coherent bicycle infrastructure network put in place so I can safely and quickly get around the city without driving (and take another car off our traffic-congested streets).

Thank you for your attention and support in this important public health issue.

Submission 43

I support bike lanes in Midtown.

Both my wife & I have lived in midtown for many years, and we currently reside on Merton St. Both of us enjoy biking to the various parks & attractions nearby and we find ourselves taking the residential streets over safety concerns biking on Mt. Pleasant or Yonge St. Both streets are very busy at any time during the day, and there seems to be a disregard for cyclists.

I welcome the opportunity to get safe, separated bike lanes on Yonge, Mt Pleasant, Eglinton and Davisville to connect Midtown's growing population to retail businesses & green space.

Submission 44

I live in midtown Toronto and I'm a strong supporter of more bike lanes here. I own both a car and a bicycle, and safer bike routes will definitely get me out of my car and onto my bicycle more.

Toronto is becoming a better city as more of its residents have safe routes for getting around on bicycle and I hope you can push to have more bike lanes in *midtown* area.

Submission 45

As a resident of Midtown Toronto, I have been trying to utilize my bike more for local errands in lieu of my car. However, with all of the condo construction, the terrible state (potholes) of local roads and the increased traffic, I am finding this increasingly risky in the absence of designated bike lanes. I fully support the Midtown Loop as proposed, for the following reasons:

The most dangerous streets for cycling in Midtown are the arterials - Mt Pleasant, Yonge, Eglinton and Davisville. Bike lanes are most needed on these streets.

Bike lanes on main streets such as Yonge and Mount Pleasant will improve access to local businesses. By ensuring people living in the high-density nodes at Yonge & Eglinton and Davisville can easily travel to businesses, this will ensure that retail on these main streets continues to be vibrant for decades to come.

Mt Pleasant and Yonge are wide streets, with sufficient room to add cycle tracks in most areas without removing travel lanes or street parking.

With seven schools and two libraries within 100m of the Midtown Loop, kids would have a safe and healthy way to bike to school - and parents would be able to have their kids get to school safely using active transportation, instead of being driven to school as so often happens now.

It provides safe cycling connections to the Beltline Trail, June Rowlands Park, Oriole Park, Mt. Pleasant Cemetery, and Mt. Hope Cemetery. As midtown's population rapidly grows, easy access to local parkland and greenspace becomes increasingly more important.

The Midtown Loop will intersect with the future cycle tracks on Eglinton Ave, which will connect midtown to the west and east of the city. The Midtown Loop would provide a local collector system enabling midtown residents to access the Eglinton Ave cycle tracks.

I sincerely hope that the need for safe cycling routes in the Midtown area will be given serious consideration and will be fully integrated in the Midtown planning.

Submission 46

I am a citizen of Toronto.

I am writing you to request that you support Bike lanes in Toronto. Specifically on Yonge, Mt Pleasant Davisville and Eglinton. The cycling system is called the Midtown loop.

I support this project because there is a need for it. There is a massive influx of people moving to the Yonge and Eglinton area and we need to get them moving on bicycles. I grew up in this area and a system such as this would have made me feel safe and travel to these areas.

I am not just a cyclist but also a motorist. As a motorist I have nearly zero interest in driving to any of these streets to patronize businesses along them. The extreme speeds, aggressive driving and massive waste of such trips is irritating. As a cyclist I have often biked to shops along these roads. The freedom of mobility is far greater as is my ability to spend time and money.

Yonge and Mount Pleasant are both wide enough for lanes while keeping parking. There would still be 2 lanes of traffic in each direction during rush hour, which is how the street operates already. This fact alone should be enough to convince everyone to make these changes.

Having driven along Davisville where the city has already proposed bike lanes in the 10 year plan, I can tell you the 2 additional sometimes lanes are simply areas for people to speed through crosswalks.

I am deeply embarrassed about the city approving bike lanes along Eglinton while at the same time not actually allocating funds for them. I see cities like New York change and adapt to the times. Routes such as the beltline will tie into the midtown loop.

Midtown in focus should be about the town and the people in it. Yonge and Eglinton to me is more than scenery to be viewed while speeding through it.

Please support the midtown bike loop.

Submission 47

Hello,

I am writing in support of placing bike lanes on Mt Pleasant, Eglinton, Davisville and Yonge Street to create a cycle loop in Midtown Toronto.

With seven schools and two libraries within 100m of the Midtown Loop, children would have a safe and healthy way to bike to school - and parents would be able to have their kids get to school safely using active transportation, instead of being driven to school as so often happens now.

Further, this cycle loop would provide a safe cycling connection to the Beltline Trail, June Rowlands Park, Oriole Park, Mt. Pleasant Cemetery, and Mt. Hope Cemetery.

As midtown's population rapidly grows, easy access to local parkland and greenspace becomes increasingly more important.

Eglinton Connects offers the opportunity to redesign our neighbourhood.

Offering this much needed addition will enhance the neighbourhood.

I am strongly in support of the Midtown Cycle Loop.

Submission 48

Hello,

I live at Yonge and Eglinton and I work at Yonge and St. Clair. I love to stay active, and especially on a beautiful day when I will be working indoors all day, I would love to get some sun and exercise before I work.

Please add in bike lanes on Yonge St. Mount Pleasant, Eglinton, and Davisville. This would make me feel a lot safer to be riding my bike on these major streets. Also as a children's librarian, I commute to the daycares and schools in my area to do outreach and community engagement. As I would be biking to work, I would also appreciate bike lanes on the streets I have named to get to these places.

Thank you so much for listening.